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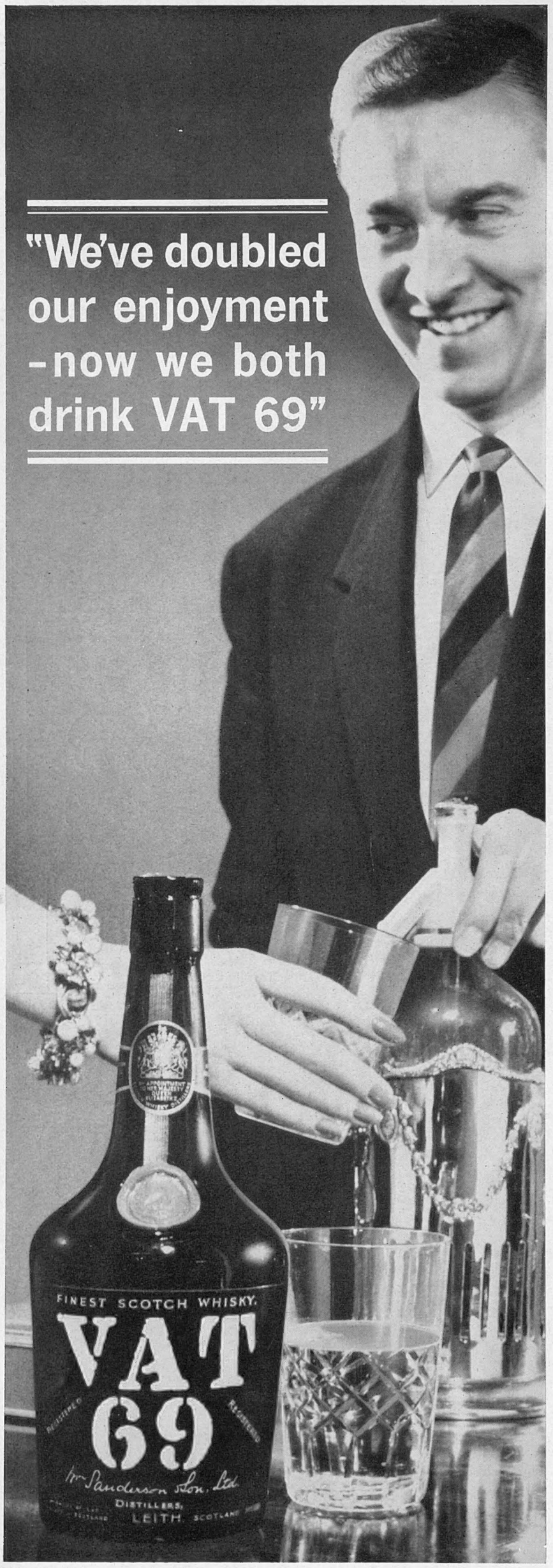

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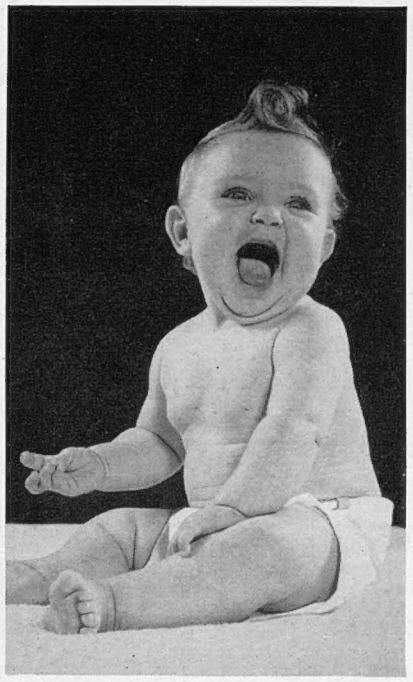

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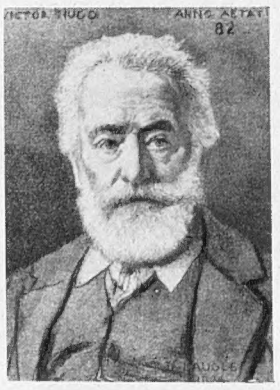

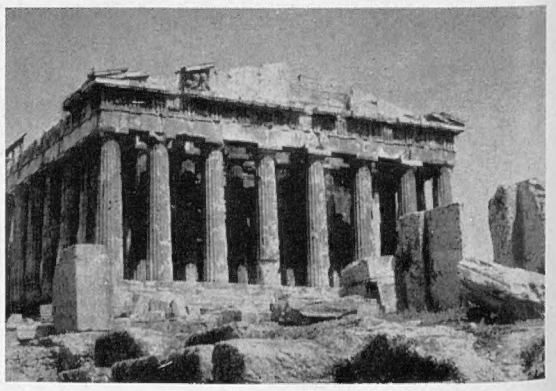

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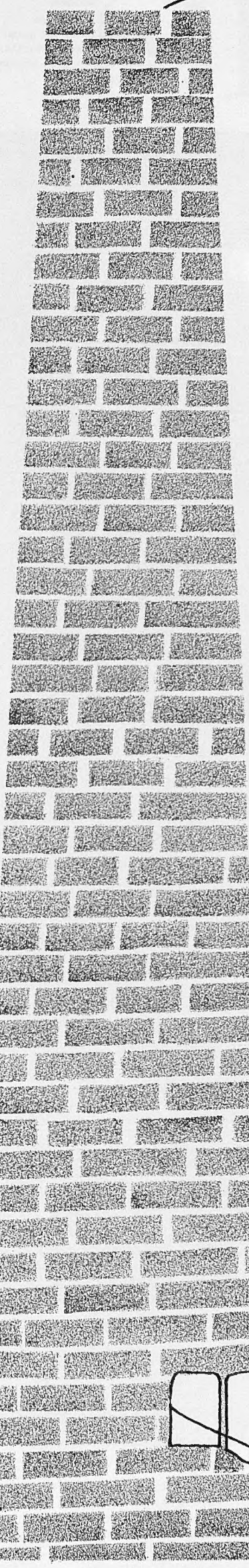

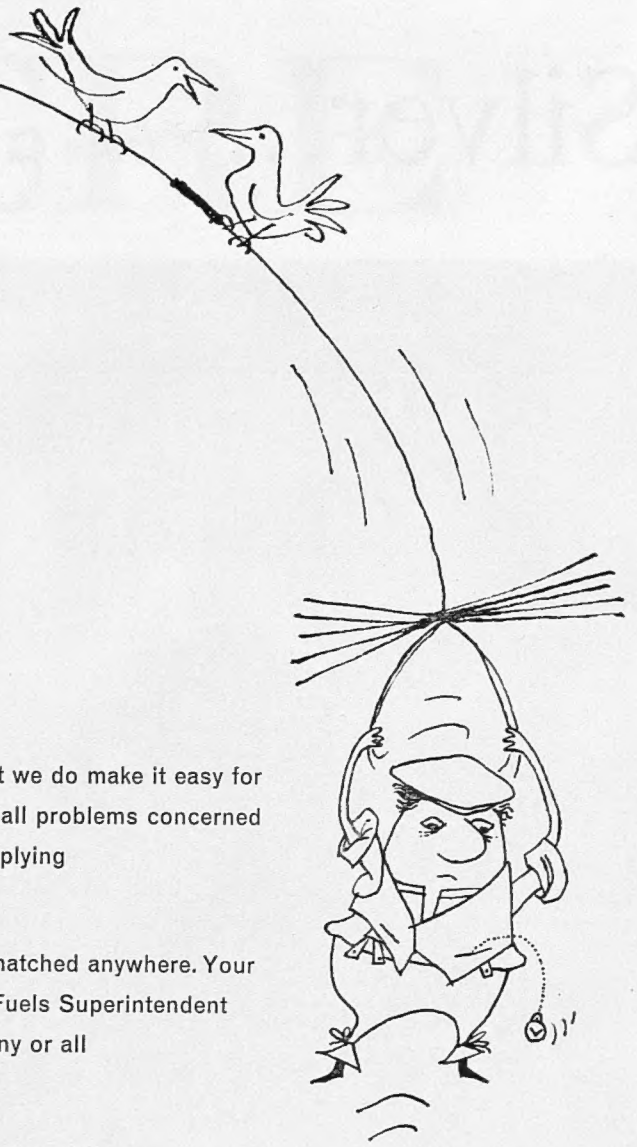

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Volume CCLII No. 3276 LONDON, March 16, 1963

THE SPHERE

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INDUSTRIAL CRISIS IN FRANCE

At Merleback, Lorraine, French coalminers listen to a speaker at a strike meeting. They hold banners in both French and German since Alsace-Lorraine is bilingual. Last weekend the French coalminers, via their Central Strike Committee in the Lorraine coalfield, flatly rejected the appeal broadcast by the Prime Minister, M. Pompidou, to return to work. The strike showed every sign of continuing and spreading, since there has already been a wave of strikes in sympathy in other industries. Thus it threatened President de Gaulle with his first serious industrial crisis since he returned to power in 1958. Briefly the events of the struggle were: the miners struck for an 11 per cent. pay claim; General de Gaulle personally intervened with a requisition order, by which miners who refused to return to work could be threatened with fines or imprisonment: there was an immediate wave of public sympathy for the strikers and no immediate attempt to enforce the requisition order. Should the miners' pay demands be granted, France is likely to see a round of wage increases

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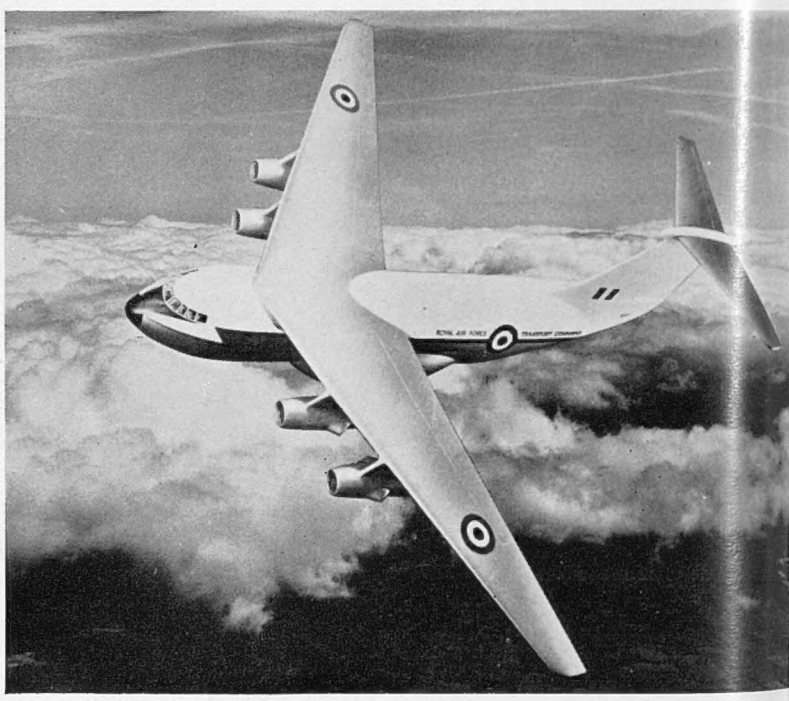
During her visit to Kingston Hospital, Kingston-upon-Thames in Surrey, Princess Alexandra looks at a young patient in the Coombe Children's Ward. Left is the little boy's mother, Mrs. Bowden, and right, the Paediatric Ward Sister, Miss W. Bowyer. Princess Alexandra visited the hospital last week to open the new Out-Patient Department. It was one of a number of engagements which she is carrying out before her marriage to Mr. Angus Ogilvy on April 24

PRINCESS ALEXANDRA IN THE CHILDREN'S WARD OF KINGSTON HOSPITAL

Below right: Sir Aubrey Burke (second from right), chairman of de Havillands, shows a model of the Hawker P.1127 VTOL strike fighter to Mr. Erlander, the Swedish Prime Minister. In the background is one of the new Trident three-jet airliners in BEA markings. Mr. Erlander visited de Havillands at Hatfield, Herts, during his official stay in England last week. Recently, the Trident in the background of the picture, G-ARPB, flew on a demonstration flight to Sweden, where it was seen by top officials of Scandinavian Airlines System. The airliner made the journey back from Stockholm to Hatfield, nearly 1,000 miles, in a time of 1 hour 43 minutes

THE SWEDISH PREMIER AT DE HAVILLANDS

Below far right: An impression of the Hawker Siddeley WG-681, designed by Whitworth Gloster Aircraft, a member of the group. It was announced last week that the WG-681 was to be the new short take-off and landing (STOL) tactical transport for the RAF, replacing the Beverleys and Hastings. Thus this aircraft has won the long-delayed OR. 351 requirement of the RAF, a contract which was fought for by the whole of the British aircraft industry, including Shorts of Belfast. The WG-681 is a high-wing transport, powered by four vectored-thrust Bristol Siddeley jet engines (possibly BS-100s), in pods below the wings. Latest advances in high-lift techniques will also be incorporated. Mr. Amery thought the prototype should be flying in 1966



RADICAL NEW TRANSPORT FOR THE RAF

Below right: Mr. Edward Heath, the Lord Privy Seal, presents the Silver Cod Trophy to Skipper William Brettell of the Hull trawler *Somerset Maugham*, at the presentation dinner of British Trawlers' Federation, in London. Centre is the owner of the vessel, Mr. H. Burton. The *Somerset Maugham* landed the highest total of fish for last year among Distant Water trawlers

A SILVER COD FOR THE CHAMPION TRAWLER SKIPPER

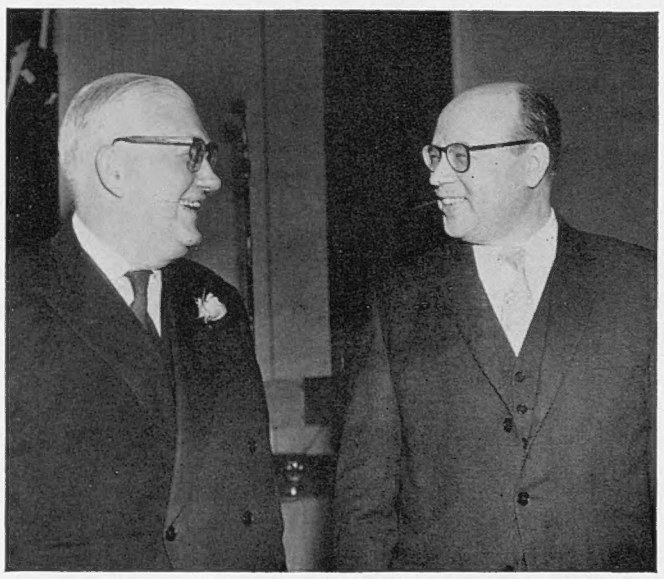
Far right: Sir Lewis Casson, Dame Sybil Thorndike, Mr. Peter Hall and his wife, Leslie Caron, look at a model of a new experimental studio theatre at a London reception. Being built by the London Academy of Music and Dramatic Art it is to be opened in July, as London's first "convertible" theatre. Size and shape of stage and auditorium can be changed to suit the type of production

LONDON'S FIRST "CONVERTIBLE" THEATRE

THE NEWS IN PICTURES

A TIBETAN LESSON IN A SUSSEX VILLAGE

Lama Tsultim Gyelsten takes a class of Tibetan children in the Pestalozzi children's village at Sedlescombe near Battle in Sussex. The children are some of a group of 21 young Tibetan refugees, aged between five and 13, who were flown to Britain from the refugee camp at Dharmsala near Delhi at the end of last month. They were specially selected to come to Sedlescombe by the Dalai Lama himself, who hopes they will eventually be trained as professional men and women and be able to return to work in a liberated Tibet. Looking after them in the village are a Tibetan refugee couple, Mr. and Mrs. Woser Ngawang, whose two sons are among the children. Also being taught in the village are 40 other children who come from 14 different countries



AT A RECEPTION IN LONDON

Right: At a reception given by him in London, Mr. Roy Thomson, Chairman of the Thomson Organisation, Ltd., talks with Mr. Soldatov, the Russian Ambassador. Photographs were on view which were taken during the trip made to Moscow last month by Mr. Thomson and a large party of guests. This was to mark the first anniversary of the *Sunday Times* Colour Magazine

A PRINCE AT THE MANSION HOUSE

Far right: Prince Chantharangsi of Laos (centre) is shown the Lord Mayor's Travelling Sword by Sir Ralph Perring, the Lord Mayor, in the Mansion House in the City of London. With them is Mr. Toujeu Lyfoung, Director of Judicial and Penitentiary Services in Laos. Prince Chantharangsi, who is a half-brother of King Savang Vatthana of Laos, is in Britain on a three-week visit

ADMIRAL IN SOMBRERO

Admiral Lord Mountbatten, Great Britain's Chief of Defence Staff, wears Mexican national dress as he rides across the arena at a festival given in his honour at the Ranco de Serro in Mexico City. His visit to the capital of Mexico was part of his programme for his current tour of Latin America. Besides Mexico his schedule includes The Argentine Republic, Brazil, Chile, Peru, Uruguay and Venezuela

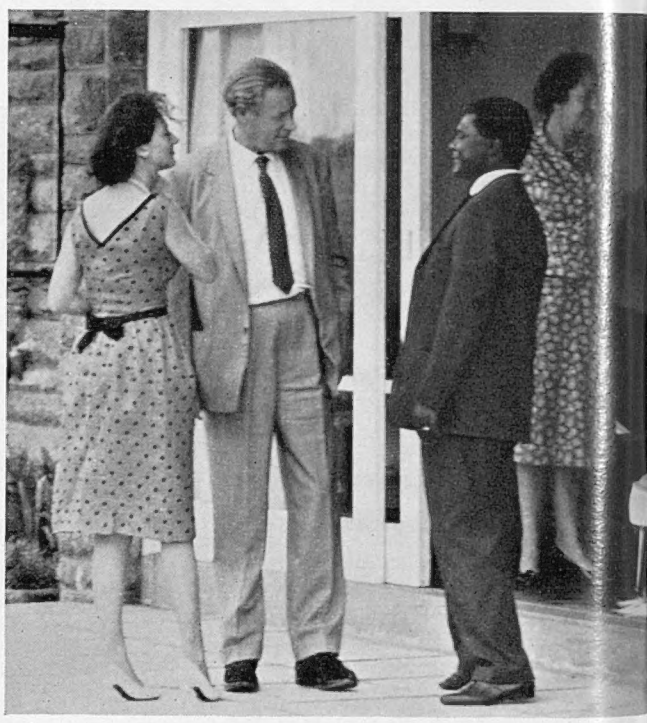
THE NEWS IN PICTURES

Office girls are carried through the floodwaters in Morpeth, Northumberland, when the river Wansbeck burst its banks and poured through the town. Hundreds of people were stranded in Morpeth by the floods last week and 200 children had to be evacuated from their school. The river rose after the thaw. In York, the river Ouse rose at one time to nearly 15 ft. above normal. The Esk overflowed and flooded roads at Castleton and Danby in North Yorkshire. There were also floods in the Midlands

THE THAW BRINGS FLOODS TO THE NORTH AND THE MIDLANDS

Below, right: Lord Hailsham, in safety helmet and carrying a miner's lamp, leaves the pithead after visiting Hordern Colliery in Durham. As Minister with special responsibility for the North-East, he paid a further visit to the area last week. In a speech to Tyneside Chamber of Commerce in Newcastle he made it clear that in the short term the region must rely on measures in next month's budget and that any overall development plan was of necessity a long way away. This did not please his critics in the North-East, especially since unemployed in the region had risen to 92,360

Far right: The Commonwealth Relations and Colonial Secretary talks with Mr. Tom Mboya, one of the leaders of the Kenya National African Union, on the steps of the latter's home in Nairobi. Mr. Sandys had just had a private meeting with representatives of Kanu and with Kenya's Governor, Mr. Malcolm MacDonald. Two days later Mr. Sandys announced that a general election will be held in Kenya in May after which the country will become internally self-governing. Future developments will depend on who wins at the poll —Kanu (wanting a strong central government) or the Kenya African Democratic Union (seeking considerable autonomy for the seven newly created regions)



BRITISH MINISTERS AT HOME AND ABROAD—LORD HAILSHAM IN DURHAM AND MR. SANDYS IN KENYA

Herr Brandt (centre) during the first session of the newly elected West Berlin Parliament. At the session last week Herr Brandt was formally re-elected Mayor of West Berlin. Later his party, the Social Democrats, unanimously approved his new Senate and his outline of policy. The new Senate, a Social Democrat-Free Democrat coalition, consists of Herr Brandt's deputy, Herr Albertz, and 12 Senators

Far right: Professor Erhard, the West German Minister of Economics, leaves a meeting of the Executive of the Christian Democrat party in Bonn. At the meeting, it was reported, there was an attempt to patch up differences between Professor Erhard and Dr. Adenauer. It was hoped the party might shortly announce their successor to Dr. Adenauer

WEST BERLIN'S LEADER CONTINUES IN POWER

A KEY FIGURE IN WEST GERMANY

NEWS SUMMARY

Defence and education in Britain; Bidault seeks political asylum in Germany; another coup in the Middle East; anti-British riots in Somalia; rapprochement between Moscow and the Vatican?

GREAT BRITAIN

Mr. Livingston Merchant, President Kennedy's special ambassador, arrived in **London** last weekend from Bonn, during his tour of European capitals, to discuss the U.S. plan for a NATO-owned multilateral nuclear force. He had talks with Lord Home, the Foreign Secretary. It was understood the U.S. proposed a seaborne force of medium-range missiles (either surface ships or submarines), manned by crews of mixed nationalities.

At the beginning of this week, Mr. Heath, the Lord Privy Seal, and senior officials at the Foreign Office, held a one-day conference in London to review British policy towards European questions. This was attended by the British Ambassadors from the EEC countries, from the EFTA countries, and from five organisations in Europe—NATO, OECD, EEC, EFTA, and the Council of Europe.

The two journalists, who refused to reveal their sources of information to the Vassall Tribunal, went to **Brixton** Prison last week to serve their sentences for contempt of court, after their case for an Appeal to the House of Lords had been rejected.

The controversy on the future of the Burnham Committee showed no signs of abating at the beginning of this week. The Committee last week rejected the request of the Minister of Education, Sir Edward Boyle, for a redistribution of the £21,000,000 salaries agreement provisionally reached in January. Last Monday, Sir Edward had not announced what his reply would be. The London Head Teachers' Association executive proposed that instead of Burnham a permanent Advisory Committee on Salary Scales for Teachers should be set up, consisting of " men and women of national repute in education."

The Government announced that a National Ports Council was to be instituted, as recommended by the Rochdale Committee, to formulate a plan for developing Britain's ports.

An interim report, published as a White Paper by the Royal Commission on Historical Monuments (England), takes 80 pages to describe the number of important buildings and earthworks, which have disappeared (or have been theatened) since 1956.

Next Thursday, March 21, the **Colne Valley** by-election takes place. At the General Election, the seat was held by Labour with a majority of 6,254. Candidates from the three major parties are again contesting the seat.

WEST GERMANY

It was announced in **Munich** on Sunday that M. Bidault, former French Prime Minister and a leading opponent of de Gaulle, had been found in the village of Steinbach, 23 miles away. The Bavarian Ministry of the Interior was giving him police protection until the Federal Government had decided what should be done about his request to Dr. Adenauer for political asylum in West Germany. A warrant for M. Bidault's arrest was issued in Paris last August. At the beginning of this month his appearance to be interviewed in a B.B.C. television programme caused a sensation.

FRANCE

Colonel Bastien-Thiry, the leader of the OAS group which attempted to assassinate President de Gaulle in **Paris** last August, was executed last Monday by a firing squad. He and two of his assistants had been sentenced to death by the French Military Tribunal. The assistants were reprieved.

MIDDLE EAST

On Monday the situation in Syria was reported to be returning to normal after the military coup of three days previously by the " National Council of the revolutionary Command." But in **Damascus** there were still hostile demonstrations outside the Turkish Embassy in which the ousted Prime Minister, Khaled al Azm, had taken refuge.

The new Government, headed by Salah ed-Din Bitar, one of the founders of the Pan-Arab Socialist Baath Party, had already shown sympathy with the Government of Field-Marshal Arif in neighbouring Iraq, which overthrew General Kassem last month. Almost immediately after the coup in Syria an Iraqi delegation arrived in Damascus and was understood to have put forward proposals for closer ties between the five " liberated " Arab countries—Iraq, Syria, the United Arab Republic, Yemen and Algeria. Apparently the plan envisages a joint military command for the five and an alliance of their forces for the maintenance of internal order and defence against aggression from outside.

The new Syrian Government expected recognition by most other countries within a matter of a few days. Should President Kudsi remain in office—his position was not clear up to Monday—formal recognition might not be necessary.

The radio station in **Bagdad** announced on Sunday that a settlement had been reached between the Iraqi Government and the Kurds. It was stated that the Kurds are to be given their " national rights " (see pages 392 and 393).

In Yemen last week Dr. Ralph Bunche, U.N. Special Representative, visited **Taiz**, **Sanaa** and other places.

The new Prime Minister of Syria, Salah ed-Din Bitar (right) talks with his Deputy Prime Minister, Dr. Nihad al Kassim (left), in Damascus. Salah ed-Din Bitar is understood also to have taken the portfolio of Foreign Affairs

AFRICA

The new plans for Kenya (see opposite page) started a new round of anti-British demonstrations in **Hargeisa** in Somalia. One of the buildings stoned by rioters was the Hargeisa Club in which the majority of the 119 British subjects in the town were sheltering. The Somalis claim that the Muslim Somali tribes in the North-East of Kenya should be given the right to secede to Somalia. Mr. Sandys has refused to grant the right to secede but has undertaken to make the area the seventh autonomous region of Kenya. Last Monday while some British subjects were being evacuated from Somalia to Aden the Somalian Government was reputed to be breaking off diplomatic relations with Britain.

In **Salisbury**, Southern Rhodesia, and **Lusaka**, Northern Rhodesia, the various Federal and local authorities are preparing for the talks in London on the future of the Federation of Rhodesia and Nyasaland which are to start later this month.

VATICAN CITY

Further evidence to support the speculation that diplomatic relations might be re-opened between **Vatican City** and **Moscow** was the exchange of letters between the Pope and Mr. Khrushchev, after the Pope had been awarded the Balzan Peace Prize, by a jury which included three Russians, one of them the composer Shostakovich. Mr. Khrushchev wrote to congratulate the Pope on the award and the Pope sent a message of thanks in reply.

UNITED STATES

The U.S. Labour Department in **Washington** stated that the national unemployment rate rose to 6.1 per cent. in February this year—the highest since it reached the same level in November, 1961. Nearly 5,000,000 Americans were out of work.

At last there was agreement in the **New York** newspaper strike when last week both sides agreed to the terms of a new contract proposed by the Mayor of New York, Mr. Wagner. Certain issues, however, remained to be settled.

Accompanied by the Governor of New South Wales, Lieut-General Sir Eric Woodward, the Queen walks among some of the 2,500 guests at the Royal Garden Party at Government House, Sydney. This was Her Majesty's first public function in the city after arriving there in the *Britannia*. From Sydney, she and the Duke of Edinburgh went to Brisbane, and then to Canberra for its 50th anniversary celebrations at the beginning of this week. From the Australian capital, the Royal couple were to fly to visit the Northern Territories. (See the Voice of the Commonwealth, pages 390 and 391)

SYDNEY CHEERS

Tenants from one of the 14-storey blocks of a Sydney rehousing scheme give an nthus visit. **Below:** The *Britannia* is escorted into Sydney Harbour by three destroyers nd fla

At the Sydney Garden Party, the Queen talks to Mr. and Mrs. Hugh Bedwin. Mr. Bedwin is President of the Australian Civilian Maimed and Limbless Association

The Archbishop of Sydney, the Most Rev. H. R. Gough, escorts the Queen from St. Andrew's Cathedral, Sydney, after morning prayer

rewell t the Royal couple after their
hundr ds of small sightseeing craft

During her visit to the Moore Park Children's Centre in Sydney, the Queen is surrounded by children in their playing clothes. (Moore Park Centre is one of 131 centres in Sydney which provide supervised recreation for 42,000 children during the holidays)

JOHN CONNELL

A FRESH START ON DEFENCE

The idea of a radical reformation of our national defence system—as distinct from the practice of adding a little, decade by decade, to the astonishing encrustation of tradition, prejudice and obsolescence, which in fact it has become—has a long and fairly respectable history. Too long by nearly half a century, some people believe. For it should be realised that this effort towards reform began in the early days of the twentieth century; and that Lord Hankey, who died lately as full of years as of honour, dedicated his great two-volume work on " The Supreme Command, 1914-1918 " to the memory of three Supreme Commanders: Arthur James Balfour, " creator of the Committee of Imperial Defence, prototype of the Supreme Command," Henry Herbert Asquith, " who developed it for defensive preparation in peace, and in war, under various titles, for war direction," and David Lloyd George, " who perfected it in the form of the War Cabinet as an instrument of victory."

It is perfectly true, if ironic, that the languid and sophisticatedly philosophical Arthur Balfour was the principal initiator of the movement towards the establishment and maintenance of an efficient organisation for defence. From his preparatory work, which resulted in the formation of the Committee of Imperial Defence, the line of descent—below the Ministerial level—is clear. Maurice Hankey came in early, before World War I. Hankey's successor on the military side of his work took up his post not long before the outbreak of World War II; his name was Hastings Ismay. Among the ablest of Ismay's lieutenants throughout World War II was a Sapper officer named Ian Jacob, the son of one of the finest men who ever held the great responsibility of Commander-in-Chief in India.

Recently, General Lord Ismay, now aged 75, and Lieutenant-General Sir Ian Jacob, now aged 63, were called in by the Cabinet to investigate and advise upon plans to reorganise our national defence system. When they were appointed, I must admit that I found it difficult to believe that these two distinguished officers would give their joint blessing to—much less take an active hand in fashioning—any violently revolutionary proposals. They are both steeped in Maurice Hankey's brand of disciplined gradualism.

Therefore the reforms which the present Minister of Defence announced in the House of Commons last week are—not surprisingly—firmly gradualist in temper and intention. Of their kind they are excellent. That they ought to have been initiated 10, 12 or 14 years ago does, however, take a little of the shine off them. *The Guardian* (with whose views nowadays on defence, or any other matter, I am seldom clamorously in sympathy) was exasperatingly justified in pointing out that, in March 1948, Field-Marshal Lord Montgomery observed: " We need a unified defence policy. We have not got one, and we have no hope of getting one under our present system." A great deal of the mess into which our defence arrangements have wallowed in the past decade is the result of not listening to that sensible and salutary advice. Anyone who has watched, even from the sidelines, the recent inter-Service conflict, cannot but suspect that the present reforms do not go far enough towards giving Britain the political and administrative framework, around which to construct an efficient and a contemporary defence policy.

For it must be realised that administrative measures do not make a policy; if they are far-reaching enough and they prove successful, they can supply the instrument through which a policy can be implemented. What last week's two-day debate signally failed to produce was any clear evidence that the Government or their advisers have really, as yet, addressed themselves to the far more difficult and complex task of creating a unified defence policy.

I wonder indeed whether they are going to get, even now, a unified system in the higher strata; they are certainly not getting—it is not hinted at—effective integration lower down. A superstructure is being built on very venerable foundations. The Services remain in being, though their Ministries are being downgraded, and the Ministry of Defence is to become, as several of the brighter Defence Correspondents were in a hurry to point out, a British version of the Pentagon. In parenthesis, if anybody imagines that the establishment of the Pentagon has eliminated inter-Service rivalries in the United States, he had better take a hurried course of reading American defence journals.

Photograph by Aerofilms

The building by the Thames in Whitehall of the Air Ministry and Board of Trade. It has been mentioned as the possible headquarters of the unified Ministry of Defence

Even without that slightly depressing analogy in mind, it may be as well to meditate upon some of the outstanding facts in the history of the existence—in all less than a quarter of a century—of the Ministry of Defence itself. It was founded, in a moment of dismal and very reluctant expediency, by Neville Chamberlain; it was called the Ministry for the Co-ordination of Defence, and its first Minister was an amiable, almost excessively civilian, lawyer named Sir Thomas Inskip. He had no powers and no secretariat. Someone unkindly called him Sir Balloon Barrage Inskip; and he floated off, in the consulship of Churchill, to the Woolsack, without (so far as memory recalls) ever having hurt a fly, and certainly without having been able to co-ordinate defence.

The title of Minister of Defence was assumed by Sir Winston Churchill at the outset of his first period of office as Prime Minister. Through the exercise of his entirely legitimate functions in that capacity Sir Winston was able to be a Supreme Commander, diverting the strategy (and indeed the smallest tactical details) of his commanders' campaigns overseas with a thoroughness and an energy rivalling Lloyd George's, and with an authority far surpassing that achieved by his World War I predecessor.

In peacetime the story of the Ministry of Defence has been, on the whole, troubled. There have been 11 Ministers of Defence in 17 years; and nobody would attempt to reckon the number of switches and changes in policy that have occurred in the same time. Not all the misfortune that has befallen has by any means been due to the continued existence of three separate Services. To do them justice, they could have been a good deal more efficient and a good deal more up to date than they are now, had successive Governments worked out a coherent and consistent defence policy, and had firmly bidden the three Services to implement it.

But in the absence of that clear higher direction, there has been a great deal of pull-devil-pull-baker; and in the bitter, though almost completely suppressed, conflict that has raged for months past, lengthening into years, between the Navy and the Air Force, the Army has—it seems to me—come off worst of all.

Are we, while retaining our own independent, dependent deterrent, and contributing our share to NATO's polyglot Polaris submarines, also to have squadrons of conventional (manned) bombers and fighters, fleets of conventional cruisers, frigates and gunboats (the last built on ruthless imperialist lines)? And are we further to raise, by the voluntary system only, regiment upon regiment of conventional infantry, conventional gunners, conventional REME and the rest, to be posted to BAOR or to be disposed as a strategic reserve ready to fly out and evacuate, in haste, one or two more of those expensive " bases " which we have so imprudently dotted about the globe?

Mr. Thorneycroft's proposals do not give any answer to questions such as these. They are, in the final analysis, internal and purely administrative changes. The Admiralty, the War Office and the Air Ministry will go into involuntary liquidation; but the First Sea Lord, the CIGS (has nobody the courage to drop that word " imperial," admitting it to be a meaningless, silly relic ?) and the Chief of the Air Staff remain; alongside them, exercising an analogous responsibility, is to be the Chief Scientific Adviser. He and his nobly-titled glittering colleagues, will be jointly and separately answerable to the Chief of the Defence Staff, who will be under the Minister of Defence. But the individual Service chiefs retain their right of access to the Cabinet; and their three Services will not be merged.

I am not being in the least cynical but a brutal realist, when I say that I am convinced that the first inter-Service directive to be issued by the Ministry of Defence, in the new dispensation, will make it quite clear which officers, in strict order of rank and appointment, will be able to go up and down on that absolutely super escalator in the building which will probably be chosen as Whitehall's Pentagon.

King Hassan II of Morocco addresses a large gathering in his capital during the celebrations to mark the second anniversary of his accession to the throne. Accession Anniversary ceremonies were held throughout the country. King Hassan's predecessor was his father King Mohammad V. Last year King Hassan introduced an important new constitution under which the old autocratic monarchy is being replaced by a constitutional monarchy

RABAT ANNIVERSARY

A London Newsletter

13-15, JOHN ADAM STREET, W.C.2.

WHEN LABOUR RULES. I continue to follow the Press symposium which grew out of Mr. Wilson's attack on Mr. Macmillan on the score of nepotism and the old school tie with interest. I thought the attack deplorable in taste, but not lacking in a scintilla of logic. But Mr. Wilson's not very happy little dig was of no great importance. If anti-Socialists and waverers and Liberals also wish to discover the full and the important implications of what is likely ultimately to be the Country's fate when Labour rules again, they can find plenty to chew on from studying Mr. Wilson's grand design and his preliminary shots in the General Election campaign already getting into its stride. No doubt, he has his ear to the ground and may modify and chop and change his artillery. Some of these shots must have already given second thoughts even to the most ardent and confident Liberals; even to some fellow-travellers of Socialism. In 1909 when Lloyd George was on the warpath in the class war, materially the country was patently "two nations." Today we are "an affluent society" and not by any means only of one political colour. We not only earn more; some of the luckier even save, and if Mr. Wilson and his team reveal too keen an interest in Sweden's methods of levelling down invested wealth, they may frighten quite a number in their own camp. Probably, too, already the Shadow Cabinet have decided to soft-pedal in future any projects for our economic betterment which could be loosely associated with the word Nationalisation—a word which surely a majority of the electorate, after bitter experience, hears with distaste or dread. There is plenty of time for Mr. Wilson to dress his shop-window with goods more attractive to general shoppers and to disguise the uglier utility goods with prettier draperies—most of them agree that the idea of "Taxing a nation into prosperity" is as foolish as Sir Winston branded it. Still, it seems to me that the Shadow Cabinet has been ill-advised to launch its full-scale General Election attack so early. It may be possible to fool some of the people all the time, but not all the people for so long as 15 months. And much can happen in 15 months. It may still be that 15 months hence the Shadow Cabinet will "come like shadows" to the General Election—and "so depart."

A section of the Pavilion of Treasures in the *Daily Mail* Ideal Home Exhibition currently to be seen at Olympia in London. In the left background is the family state chariot from Longleat, on loan from the Marquis of Bath. The Duke of Bedford has lent the table from Woburn Abbey and the silver centrepiece on it comes from Blenheim Palace—a loan from the Duke of Marlborough. These are only some of the exhibits demonstrating British craftmanship, old and new

The lounge in the *Daily Mail* Feature House in the Ideal Home Exhibition and **right:** Miss Ma Wai-ha making a carpet and Miss Yip Yuk-mai trimming one in the Hong Kong section. Among other skills displayed in the Colony's pavilion is ivory carving. The annual exhibition at Olympia will be open this year until March 30 and its theme is described as "simply—Design 1963." Among the many exhibitors exemplifying this are Allied Iron Founders (see pages 404 to 407)

With the commissioning of a new H.M.S. *Tartar*, the photograph of the original *Tartar*, built by John I. Thornycroft and Co. in 1908, is a reminder of the traditional nomenclature of H.M. Ships. The old *Tartar* when commissioned was reputedly the fastest ship in the Royal Navy, with a speed of 35½ knots. The new *Tartar*, commissioned last month from H.M. Dockyard Devonport where she was built, is a Tribal Class Frigate

REDUCING LONDON'S POPULATION. The staggering increase in rate valuations for London houses may well cause a rapid stampede of London's residential population to the outer suburbs, with or without 100 per cent. mortgage terms. If the Government seeks to discourage industrial growth in Central London, the new valuations are more likely to assure a greatly reduced residential population. In the last two years the rate demand has risen by 30 per cent., and though the new valuations of flats and houses bear no exact relation to rate demands, they clearly enough indicate another considerable rise in demands in most cases, without accusing local authorities of indulging in a spending spree. It is the little, old-fashioned houses which will be hardest hit. Some of them have had their valuations increased as much as sixfold, and already the anticipated rate demand shows an increase of 1s. 2½d. over last year. This will surely result in a slump in the London residential property market. Small householders who simply cannot face the increases, will find it difficult to dispose of their freehold or leasehold properties at anything like the price they paid for them, and those who seek to exchange larger premises for smaller will not find the exchange any more profitable. When a small freeholder finds his rating valuation increased at a stroke from £48 a year to £240, he may well panic before he receives his first demand and put his house in the market, so as to be among the leaders in the stampede from the doomed City; and he may find little comfort from the house agents and possibly little enough to encourage him from suburban and country agents. Add to all that the imminence of the smokeless zone: Many of these small, old-fashioned London houses largely rely still on heating from coal or wood in open grates in the living room. Gas and electricity bills have been pretty heavy this winter, and few householders, switching perforce to more electricity or gas, are prepared to face their continuance as a normal quarterly charge. It's a nasty cleft stick for the humbler London resident and what is more surprising to householders all over the country is the fact that so little has been done by local authority inspectors to ascertain whether, in the past two years, improvements made have justified the guesswork increases in valuations.

At Brentford in Middlesex on the A4 road concrete columns are being erected. They will carry the elevated section of the new M4 motorway now under construction. The M4 will be carried above the A4 on a concrete viaduct for about a mile between the Chiswick flyover and Boston Manor. The new motorway is planned to link London with South Wales

A SOUND VENTURE IN PAPER-BACKS. I welcome for all sorts of reasons Batsford's paper-back editions, now available, of the more famous historical memoirs and letters. The first to come include Greville's Memoirs, Queen Victoria's letters, the Creevey Papers and Lord Hervey's memoirs. Pepys and Walpole will follow in due course. The running-out of copyright has advantages for the general public, if not for the holders. The original editions of some of these works were of great length, and today second-hand copies are hard to come by and sometimes expensive. To be able to buy the cream of these historically important memoirs, skimmed off by expert dairymaids, for no more than 12s. 6d. (or in boards for a few shillings more) is a great benefit to the reading public which still is large; and public libraries, I hope, will take full advantage of the chance to stock the copies bound in boards. Even among literary reviewers, Greville and Creevey have hitherto been no more than skimmed for a reference. The future of public reading is very unsure. It may be that a generation hence science fact and fiction may occupy the lion's share of shelf space in public libraries; at the moment filled by too many trashy novels and who-dun-its. While there still remains a quite considerable minority of readers with a serious sense of the past, I should like to see those shelves in public libraries which are allotted to biography, autobiography and memoirs, filled with books better worth reading (and far more amusing) than the "society" memoirs of the Ladies Addle-of-Eigg and the autobiographies of Chinless Charlies. I greatly hope that Batsford's worthy venture will succeed abundantly.

C. L. CLÉRISSEAU. The exhibition of Clérisseau's drawings and paintings which have been on view at the Scottish National portrait Gallery in Edinburgh gained enhanced interest from the rediscovery of many forgotten studies, stored at Hopetoun, from the brush or pencil of an artist whose surviving works are said to be somewhat rare. Clérisseau was probably at the apex of his powers about the middle of the eighteenth century; he specialised in architectural studies and devoted a great deal of his talent to Roman ruins, with the figures of peasants going about their business amid broken columns and crumbling masonry. At that time, ruins were popular; his work was esteemed, and English patrons commissioned them in bulk. I should say that he is not such a rarity in Britain today as is suggested. I have two of his paintings acquired at the Bessborough sale at Christie's in 1853, signed and dated by the artist, as he often did sign them, to take the place of some Roman inscription; and my own examples convince me that he must have spent an enormous amount of time reproducing from slightly different angles studies of the same ruin, notably in the Forum of Nerva. My own examples differ hardly at all in detail from two or three of the Hopetoun studies, and it would not surprise me if this notable exhibition revealed the existence of many more, forgotten or unidentified as Clérisseau's work.

"MURDER WILL OUT." During the last four years, society has welcomed back to the fold no fewer than 56 murderers convicted and sentenced to life imprisonment. It seems a large number. It emphasises the prevalence of this unpleasant misdemeanour and holds up to question (not at present answerable) the effectiveness of our modern methods of curative treatment in prison. All we can do is to wait and learn the percentage of 100 per cent. cures among these 56 discharged patients. The figures are increased by six others, all sentenced to life imprisonment for sentences other than murder; and not one of them was kept in prison for more than seven years, one or two for less than two years. It appears that the terrible sentence of "imprisonment for the term of your natural life" is no more than an ugly fiction. It never, of course, meant what it said. But I had no idea that it meant so little. If a young murderer can be fairly sure that, if condemned, he is fairly likely to be free again in eight or nine years, he may well be less inclined to think twice before he strikes, at any rate if he has not before experienced the "curative" effects and the bitterness of those years in gaol. It was rather a dangerous answer to a Parliamentary question in my view.

THE OLD STAGER

On his long journey through Africa, Sammy (Fergus McClelland) struggles across the desert towards Luxor, leading his donkeys

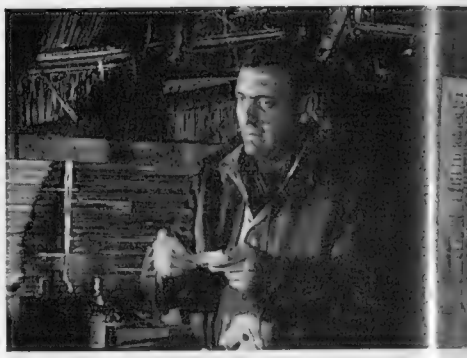
In the Suez-time air raids in Port Said, Sammy finds his parents killed and his former friends turned against him

ENTERTAINMENT

SAMMY GOES SOUTH

Chosen for the Royal Film Performance, at the Odeon, Leicester Square, March 18

Directed by Alexander Mackendrick in Cinema-Scope and colour, *Sammy Goes South* is the story of the journey of a ten-year-old boy through Africa. Much of it was shot on location. Sammy's adventures start in Port Said, after his parents have been killed in an air raid, and he decides to trek south to find his only relative, an aunt in Durban. He sets out on foot, with only a cheap compass to help him. The central part of his adventures feature a wily old diamond smuggler, played by Edward G. Robinson. The actor in the title role is Fergus McClelland, a young London schoolboy. The Michael Balcon Production is released through BLC. This year's Royal Film Performance is to be attended by the Queen Mother.



Lem (Harry H. Corbett) is a diamond smuggler

In a flurry of dust Cocky Wainwright's gang of diamond smugglers arrives back at their secret hide-out in the bush with Sammy

In Luxor, Sammy is befriended by American tourists

On the Nile with Abu Lubaba (Orlando Martins)

Cocky Wainwright (Edward G. Robinson) and on the right the District Commissioner (Jack Gwillim)

In the Eastern Desert with the Syrian (Zia Mohyeddin). **Below:** Cocky treks back to his camp in the bush with Sammy and followers

THE VOICE OF THE COMMON

PAKISTAN

The facts about the new frontier agreement with China

The People's Republic of China and Pakistan signed on March 2, 1963, an agreement delimiting about 300 miles of their common boundary separating the State of Hunza and contiguous areas of Baltistan from the Chinese Province of Sinkiang. Some of the comment appearing in western countries on this agreement has been somewhat critical of the " timing," and has seemed to imply that Pakistan has deliberately brought it about to queer the pitch of the Kashmir talks. That is an unlikely supposition considering how keen Pakistan has been on a Kashmir settlement. Moreover, such a supposition is proved without foundation by the following account of the exchanges that preceded the agreement.

On March 28, 1961, Pakistan suggested to China that they might enter into negotiations to demarcate the boundary of China's Sinkiang and the contiguous areas, the defence of which is the responsibility of the Government of Pakistan, with a view to ensuring tranquillity of the border.

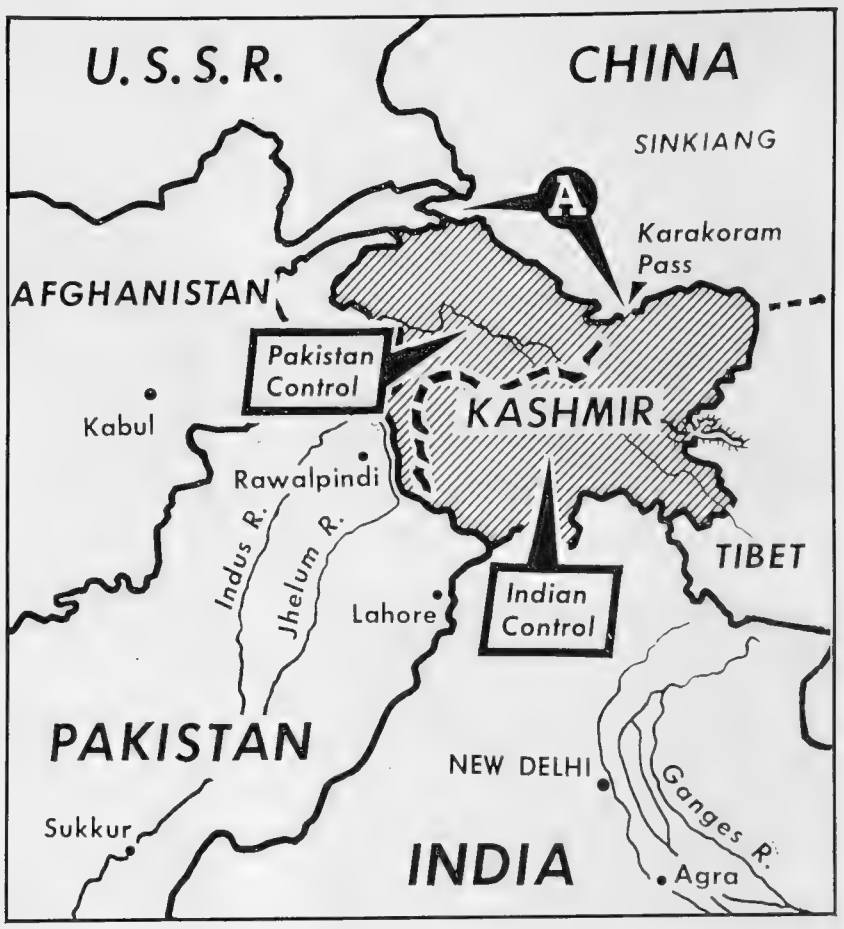
A year later, on February 27, 1962, the Chinese Government reacted formally and proposed that pending the settlement of the Kashmir dispute, China and Pakistan should reach an agreement of a provisional nature on the location and alignment " now actually existing between the two countries." Pakistan accepted the Chinese suggestion. In May both sides explained any agreement reached must be provisional, so that after the settlement of the Pakistani-Indian dispute over Kashmir the sovereign authorities concerned could reopen negotiations with China for a formal Boundary Treaty.

Negotiations began in October, 1962. A procedural agreement on boundary negotiations was reached by the two sides and an exchange of maps followed. As a result of these negotiations complete agreement in principle was reached on location and alignment of the boundary between China's Sinkiang and contiguous areas, the defence of which is the responsibility of Pakistan. The sector of the boundary in question was the tri-junction of Afghanistan, Pakistan and Sinkiang in the north-west and Karakoram Pass in the south-east. A joint communiqué was issued on December 2, 1962, in Rawalpindi and Pekin, announcing this fact. Finally, on February 2, 1963, it was announced that Pakistan and China had been able to carry the negotiations to their final stage in the form of an agreed text. Foreign Minister Bhutto left for China on February 24 to conclude and sign the border agreement.

It will be seen from this chronology that the Sino-Pakistan negotiations were conceived and initiated long before either the Pakistan or Chinese Government, or even the Government of India could anticipate the crisis in Sino-Indian relations as a result of the conflict which broke out between India and China in the third week of October, 1962. It may also be noticed that Sino-Pakistan negotiations were already in progress when the joint communiqué of November 29, 1962, was issued under signatures of the President of Pakistan and Prime Minister of India on the subject of renewed efforts to be made by them to reach an equitable and honourable settlement of the Kashmir dispute. The Government of Pakistan has repeatedly made it clear that the border negotiations with China were and are unrelated to, and entirely independent of, the Sino-Indian conflict or the current series of India-Pakistan negotiations on Kashmir.

The Preamble to the agreement states that it has been reached in a spirit of reasonableness, mutual understanding and mutual accommodation, on the basis of the ten principles enunciated in the Bandung Conference. Article 2 describes the new boundary alignment in detail. Article 4 deals with the setting up of a joint boundary commission to carry out necessary surveys of the boundary area on the ground, and Article 5 stipulates that boundary disputes after delimitation shall be settled peacefully through friendly consultations. Article 6 reiterates the present settlement is of a provisional nature. This article contains the important proviso that if after settlement of the Kashmir dispute the sovereign authority is Pakistan the terms of the present agreement and of the protocol shall be maintained in a formal boundary treaty replacing the agreement.

When the two countries exchanged maps about 3,400 square miles of territory was found to be in dispute. As a result of the agreement, Pakistan gets 1,350 square miles of territory, including 750 square miles now in Chinese control. China gets the remaining 2,050 square miles, all in their occupation already. These relate to the Muztagh-Shaksgam Valley, and Pakistan dropped its claim to it after the Chinese had produced incontrovertible evidence that it belonged to them.



The part of the Sino-Pakistan frontier affected by the agreement is in the area marked by the letter " A." It runs from the Karakoram Pass to the border of Afghanistan

INDIA

Charges of " lack of good intentions " against Pakistan

India protested to China against the agreement on the border between that country and the Pakistan-occupied areas of Kashmir immediately after the news of its signature became known.

Speaking at Hanumangarh (Rajasthan), Mr. Nehru said that Pakistan was trying to take advantage of India's conflict with China and her attempts at signing an agreement with China on the Kashmir border betrayed " lack of good intentions." Mr. Nehru, who was addressing a crowded public meeting, said it was a pity that in spite of India's repeated efforts, differences with Pakistan remained still unresolved. " We want to live in peace with Pakistan. That is why we started negotiations with them recently. But they seem to be out to take advantage of our difficulties with China." Prime Minister Nehru, however, made it clear that the talks with Pakistan on Kashmir would continue. He said that the Chinese invasion of India symbolised China's desire to bring other countries of Asia under her thumb and added " We are a peace-loving country content with our land. But we refuse to live under anybody's thumb."

The Indian Press generally supported Mr. Nehru's viewpoint and there was gratification at the sympathy shown from many other countries. For instance, in the United States, the *New York Times* said in an editorial that Pakistan was being " shortsighted " in attempting to reach an early frontier agreement with China who had little to offer except trouble. Pakistan's welfare was more dependent on friendly relations with India. Communist China, the newspaper declared, would be a loser if India and Pakistan settled their dispute over Kashmir. Such a settlement would improve prospects of collaboration between two South Asian Republics against possible future Chinese intrigues and aggression.

" This is the context of the sudden decision of the Chinese Communists to conclude at this time an agreement with Pakistan on their Kashmir border," the *New York Times* continued, adding that the Chinese had carefully timed the invitation to precede the meeting on March 12, between India and Pakistan to discuss Kashmir and other related matters. " The outlook for the March 12 meeting is not very promising under the best of circumstances. Pakistan's deal with Peking will reduce the prospects of success," it concluded.

Organs of opinion in Nepal and Burma were among others which condemned the Chinese-Pakistan agreement.

WEALTH

The items in "The Voice of the Commonwealth" are contributed and do not necessarily reflect the views of the Editor of "The Sphere"

A house built on stilts is typical of many in Darwin

The modern building in Darwin of the United Church in North Australia

Six young Australian farmers, winners of the P. and O. award, cross Westminster Bridge in London with Big Ben in the background. The one woman winner is Miss Fay Taylor, of Broadlea, Warra, in Queensland

Left: Mrs. Loranoe Senarato, the new High Commissioner for Ceylon in Ghana, is at a reception given her in London on her way to take up her post. She is the first woman diplomatist of the country which already has the only woman Prime Minister in the world

Left: Aboriginal stockmen round up cattle at Beswick, 100 miles east of Katherine in Australia's Northern Territory. The "Top End" as the most northerly part of the Territory is called locally, is welcoming the Queen and the Duke of Edinburgh this weekend. They are spending two days in Darwin, the capital of the Territory, which is a busy, prosperous city. Many of its houses are built on stilts to allow a cool space below where relaxation can be enjoyed from the heat. Total population of the Territory is 46,000, including 18,000 aborigines. Beef cattle farming is the mainstay of the economy but mineral production, including uranium, copper, manganese and bauxite, is being rapidly developed. Factory production has also increased

HOMELAND OF THE KURDS

For a year and a half before he was assassinated last month, General Kassem had been fighting the Kurds in north Iraq. They seek release from the control of the government in Bagdad and autonomy for themselves. Much of the importance of the dispute to the outside world is that the Kurds can control communications with the oil-field areas. With the advent to power of the Revolutionary Council under Field-Marshal Arif, the Kurds sought a truce—which Bagdad was probably glad to grant—and arrangements were made for talks regarding the future of the Kurds to be held in the Iraqi capital. These discussions began at the end of last month between Iraqi ministers and representatives of the Kurdish rebel leader, Mullah Mustafa al Barzani, who were led by Jalal Talabani.

From this point the sequence of events is somewhat confused. Apparently Mullah Mustafa al Barzani was demanding complete autonomy for the Kurds and threatened, if this was not granted from Bagdad, to proclaim it himself and restart the fighting against the government forces. Jalal Talabani returned to the rebel headquarters for consultation with his leader. Meanwhile the Revolutionary Council broadcast a guarantee for "the rights of the Kurds" without specifying them. However, in the middle of last week it was reported the talks between the government and the Kurds had been resumed in a village in north Iraq.

Kurds guarding the Derbant Pass, the gateway to the Kurdish highlands which the Iraq army has been unable to penetrate

Mullah Mustafa al Barzani (left foreground), the leader of the Kurdish rebels, with some of his guerilla fighters

A shepherd in a sheepskin coat tends his flock in t

Children play on improvised swings during the celebrations to mark the end of the fast of Ramadan in the Kurdish village of Kala Dizar

pel-held territory

A drum is beaten to announce the conclusion of Ramadan. **Below:** Armed guards are on duty outside a temporary headquarters of their leader, Mustafa al Barzani

The author on the road with one of the many horses and wagons he has owned

The modern style—home is nowadays a trailer caravan

MOTORISED "ROMANIES"

By **DOMINIC REEVE**

It is now some time since we ourselves exchanged four legs for four wheels, in the shape of a motor lorry to replace our last horse and a modern trailer caravan as substitute for our "wagon." In company with an ever-increasing number of Romanies, "travelling people," a variety of circumstances combined to bring about our abandonment of what has often been fondly imagined by the over-romantic and unknowledgeable to be the two essential possessions of the "real Romany": namely, the horse and the picturesque wagon.

"One doesn't see many gipsies nowadays, I wonder what has happened to them?" It is a familiar plaintive observation of the uninitiated. The truth of the matter is that there are probably more "travellers" in these islands nowadays than ever. But by now probably 80 per cent. of those who are still itinerant are fully mechanised. This has come about almost of necessity.

Good thick cobs are very difficult to find nowadays, and blacksmiths too are scarce. Those of the latter who welcome the spasmodic trade offered by the irregular traveller are rarer still. They prefer to gain a steady living from the riding-horse owners or by means of the production of wrought-iron ornamentations. To this may be added the fact that the roads of today, in southern England, anyway, are patently unsuited to vehicles of equine traction.

The surfaces are worn as slippery as glass by the constant eraser-like action of millions of pneumatic tyres, while slow-moving processions of horse-drawn wagons, though charming spectacles, have been known to cause some speed-crazed drivers to commit acts of folly in overtaking which have resulted in alarming collisions. We have ourselves been involved in two such incidents, although on each occasion the damage, apart from that suffered by the nervous systems of ourselves and our horses, was far more severe to the family saloons which struck us than to our more sturdily constructed wagons! It has long been rumoured that the Devil looks after his own.

Another facet of the travellers' life which is not universally realised is that, except for those engaged in agricultural piece-work, it is necessary to stop as near to towns as possible if one wishes to earn a reasonable living. By now, however, the impressive building projects being carried out around the outskirts of most towns and cities have resulted in the disappearance of many tracts of barren and supposedly "common" land upon which generations of travelling people have encamped at intervals, and the rough grazing afforded by such places has disappeared also. Thus it is becoming increasingly difficult, even in rural areas, for travellers' horses to be supported without their being pooved in farmers' fields each night. And although that once-common practice used to be viewed with a certain degree of leniency by many farmers it is not so today.

There are, of course, fairly large numbers of older travellers who feel it is too late in their lives to become motorised, even if their sons do. And there are, too, still some younger men who express their intention of sticking to their horses as being superior to mechanisation: however, closer examination of their apparently noble motives frequently reveals that it is either a complete inability to pass the driving test or a lack of finances which in truth prevents their possession of the "lorry and trailer" they secretly covet.

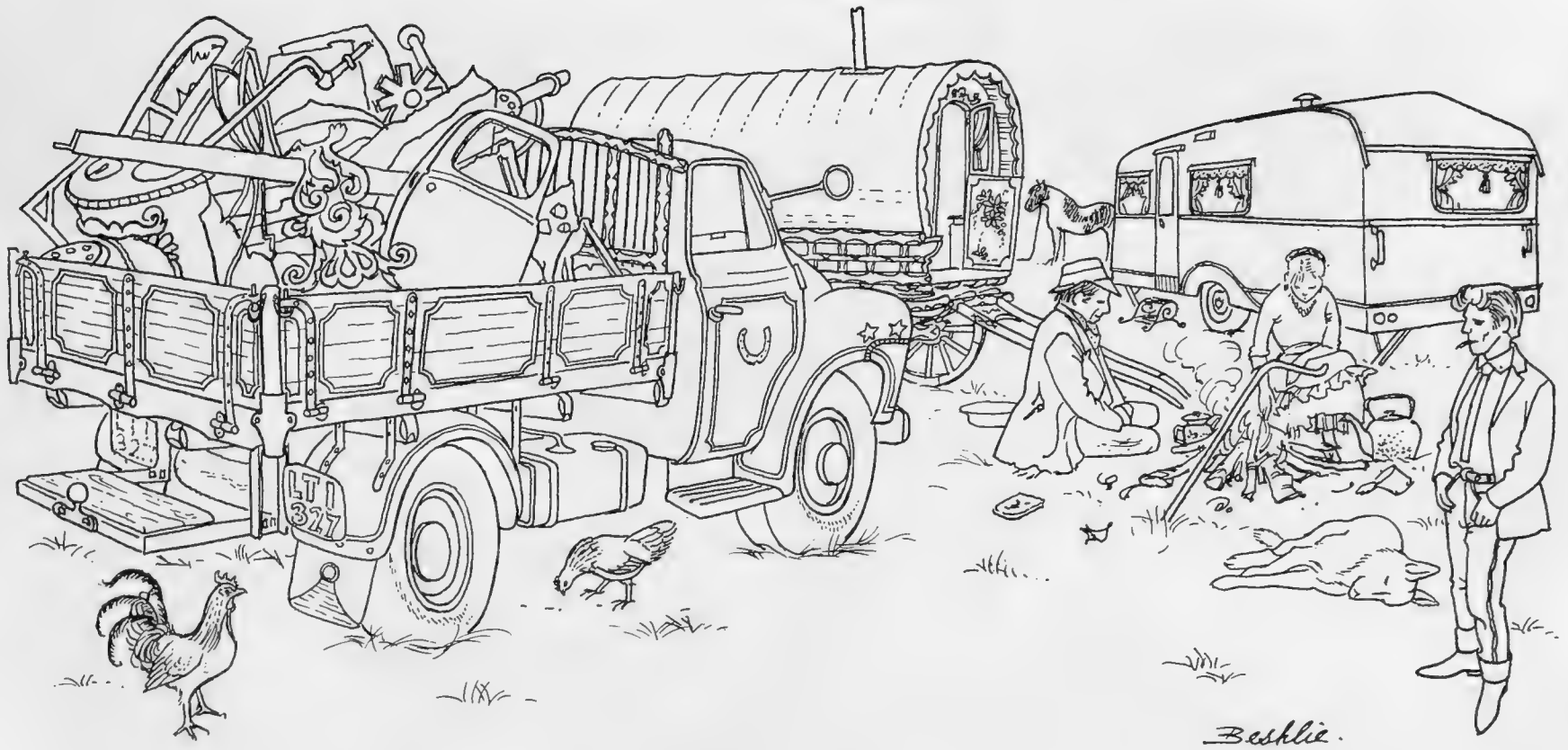
During the last few years it has been astonishing to note how many travellers have become motorised, and with what speed. For with no home-ground of one's own, with no security, and the constant threat of being moved-on either by police or local councils, it is no little achievement to make the change-over, with all the complications such a transformation requires, both mentally and economically. From experience I can assure the reader that it is not an easy operation in any sense. As a "general dealer" I even found it difficult to obtain insurance coverage for my lorry when I first obtained it.

It is not perhaps commonly known by Gaujes (non-Romanies) that there is a considerable variation in the itinerant travellers' society. There are the very lowly with only "bender" tents and prams; those with horses and wagons of poor class, and those with beautiful, colourful wagons and fine horses and ornate harness. With those who are mechanised it is the same: there are the "rough and ready" with old lorries and sometimes secondhand trailers, and the "flash" travellers with luxury-class trailers and brand-new motor vehicles.

At the time of writing we fall rather into "rough and ready" category, having an aged lorry and secondhand trailer caravan. There being no alternative to optimism in the traveller's life, I am hoping that before too long we may ascend into the "flash" class.

Without the complications of having to find grazing for the horses, and even being able to avail ourselves of the luxury of bottled gas on occasions when wood has been scarce, we have found that from the point of view of discovering stopping-places ours is now an easier existence than it was with the horses and wagons. Against the somewhat decadent amenities afforded by the trailer caravan, the constant fear and imminent danger of financial break-up caused by the need to meet possible garage repair accounts are always with us, not to mention the very high petrol consumption and the cost of taxing and insuring. And although since becoming motorised we have "chopped" our trailers and our lorries with other travellers, so that we have had quite an imposing number of both, they are still of such an age and condition that when we are

A proud owner with his first lorry



Drawn by Beshlie—a horsedrawn caravan and a motor trailer. The lorry is loaded with scrap iron. When travellers become motorised they continue to eat out of doors

moving they give rise to constant anxiety as to whether we are going to reach our destinations safely.

The " rough and ready " travellers are mainly, like ourselves, those who have not been motorised for a great number of years, and who still feel the " pull " of the horsedrawn days strongly upon them. Indeed, the nostalgia for the old way of life is so evident that most of us still cook and eat outdoors, except in the harshest of weather, by means of an open wood-fire on the ground.

Many an old-fashioned traveller has remarked to me, when seated outside a well-equipped trailer, frying some breakfast on an open fire: " I cain't a-bear no vittles what's bin cooked up into the trailer, my son. There ain't no taste into it—seems like it'd choke you don't it? "

With the expenses of the lorries most travellers nowadays have to work very hard indeed, myself being no exception, in order to make a living. Scrap-iron collecting (" tatting "), log-selling in winter, and, for some, seasonal agricultural work, still provide the main source of income for most travellers. Sometimes the women go out hawking as well, with flowers, lace, hand-made baskets and the like—but this habit is only followed by the women of the " rough and ready " class. Other travellers are nowadays branching out into other fields of occupation.

However, for any traveller to be respected, whether itinerant or sedentary, the most important thing is to be freelance and utterly self-employed: " If you cannot work for yourself then don't work for anyone else." It is an all important factor and an essential part of the Romany life—and very admirable too. I myself have never taken employment in my life, but in common with other freelance travellers, have almost certainly worked harder than the majority of employed persons. Any Romanies who have *truthfully* been described as " work-shy " are almost invariably those who have been forced by circumstances or local authority to abandon their way of life as itinerant travellers in favour of an ordinary working-class existence, to which they have neither hereditary leanings nor compatibility.

In the same way those high-minded and genuinely good-hearted men who have urged the housing of " the gipsies" and their gradual " integration " are putting forward quite the wrong solution. The " problem " of Romanies is largely caused by the alteration of a social climate in which they had room to live in the old haphazard " raggle taggle " ways, without it being an offence under the Litter Act or in some other way offending the general trend towards tidiness and orderliness which is being encouraged so enthusiastically by officialdom these days. Encamping on roadsides or commonland is discouraged, a discouragement often reinforced by court proceedings, so that the life of the old fashioned traveller is rapidly becoming unbearable.

A good deal of publicity has recently been given to the plans of certain counties to set up organised sites for travellers. It is obvious that something should be done *for* travellers who desire to remain in the itinerant way of life, and not only *against* them, as has long been the case. Although I personally do not like organised sites in any form, and would not enter one, it is undeniable that they would be of tremendous benefit to many hundreds of travelling people, particularly during the hard winter months and would at least provide some place in which they could legally stop. At present, speaking from the " inside " of the life, I can confirm that too much rests upon the good nature or otherwise of the local constable and county councils as to the duration one is allowed to stop: in many areas one may be moved on twice or more in one day.

Even if the stay on official travellers' sites allowed only a specified time-limit for each family, and reasonable rents were charged, there would at least be somewhere for travellers in times of hardship and worry; it would be better than a lifetime of being fined for " encamping on the highway." And thus a unique and archaic branch of society would not be forced into the wretched situation that it is often in today. For even with motorisation the prejudices are just as great, and the lack of understanding or sympathy on the part of local residents just as prevalent as ever.

The wood-fire and the kettle and other accoutrements of the traveller's life remain unchanged

BRIAN VESEY-FITZGERALD

THE WEST RIDING TOWNS

It has always seemed to me that the industrial West Riding divides itself into two parts: a larger eastern area, forming a rough triangle round Bradford, Leeds and Wakefield and merging on to the Plain of York, and a more scattered, less well defined western area round Halifax and Huddersfield and merging into high moorland. That is no more than the snap judgment of a man who visits the region only occasionally: once, maybe twice, a year and only " in and out " visits at that. I have to admit that there is no distinct line to be drawn between the two: no place where it could be said definitely that the one area ends and the other begins. It is rather a matter of atmosphere: something in the heart of each which seems to me to be as different as the country around them.

The Civic Hall in Leeds, built in the 1930's

In the western area the narrow industrial valleys dwindle into the moors: the wild country presses down upon them. Often, in the very centre of a town, you can look up and there, beyond the factories, are the moors. Even in the heart of Huddersfield, which is a pretty big place, I am somehow aware of a moorland breeze and, though what I smell is industrial waste and diesel oil, I am aware that just round the corner are mountain sheep. You can be travelling out of Huddersfield, out of Halifax, and into really wild country in just a moment or two.

The folk of this western area, it seems to me, automatically turn west and to the Pennines for their relaxation. You can see something of this in their walk and in their eyes. But the country does not press upon the eastern area: from the heart of it you have to go some way to reach real open country. For a short trip, say for an afternoon, you must go east or north and then into a disciplined countryside where hedges rather than walls line the fields. There is less briskness in the walk of the folk of the eastern part and their eyes are less accustomed to distant horizons.

The eastern area is purely urban. The small towns are only comparatively small: many of them have populations larger than that of two or three country towns in the North and East Ridings put together. These and the villages (many of them as large as market towns elsewhere) link up one with another and with the larger towns ; so that I, at least, have not the faintest idea where I am.

I have just spent some days, based on Leeds, in this eastern triangle. I went by bus to Morley, Batley, Dewsbury, Birstall and Bramley: and remained in one urban area all the time. The astonishing thing is that these places, huddled together as they are, their boundaries apparently indeterminate, have yet managed to retain an individuality. To the stranger they may all look pretty much alike. A bus journey around these parts can be quite remarkably monotonous. But to their inhabitants they are vitally different.

The strength of local patriotism is amazing. This is exemplified in the architecture of the Town Halls: fine, commanding buildings in what may best be described as the " Yorkshire Classical " manner (the chief feature of which is a great solidity of pillar), each a memorial to local pride. Quite apart from the Town Halls, you realise after a while that the monotony is deceptive. Though they may all look alike, they aren't all alike.

Here and there, and increasingly frequently as you become adjusted, you notice the quirks of local building genius: small ornamental furnishings to the fabrics of what were quite humble homes, decorative gables on terraced cottages and so on. The builders were evidently determined to express their individuality within the narrow limits imposed by their contracts and in doing so they gave individuality to the place. It is all out of date now and some of it rather drab: " ripe for development." It has character just because of that.

With the exception of Leeds, it is different in the big towns because they are being developed. It is a local boast that the town is always a step ahead of the rest of Yorkshire; and there are those who would substitute England for Yorkshire. Leeds started to " go modern," to rebuild, long before the war. As long ago as 1932 they pulled down their great central thoroughfare, The Headrow, and replaced it with a fine 80-ft.-wide street lined with dignified buildings. The Town Hall, a mid-Victorian building, must be ranked as one of the most imposing public buildings in Great Britain.

The new Civic Hall, close by and completed in 1933, is as ambitious, a fine architectural work, and is less convincing only because it is not black as are the buildings around it and around Victoria Square. And the rehousing of this pre-war period, the great blocks of flats which arose on demolished slum property, as at Quarry Hill, was not only far in advance of its time, but is still pleasant to look at because it has architectural pretensions. Leeds, central Leeds, is a town of great character. It is so because it was planned by an enlightened Corporation. The architects had a chance then and they still have, for Leeds has kept to its boast of leadership, energetically and imaginatively pursuing large-scale rehousing programmes.

Bradford, the wool capital, was also a town of great character. It was a town of great character because it had no plan at all. Even the centre was a muddle with many of the streets narrow and rather mean. You dropped down, sometimes quite steeply, into the centre of Bradford and into a traffic congestion which was almost terrifying to a stranger. (It used to be said that you could see more Rolls-Royces in a day in the centre of Bradford than you would see in a week in the west end of London —that was before the slump, of course—and a Rolls-Royce takes up quite a lot of room.) If you once drove a car in Bradford, you did not forget it. But the place had dignity, too. For, though there was little outstanding in the way of building, most of the Victorian building seems to have been done by one firm of architects, so there were few garish contrasts. I liked Bradford, all huddled together and busy and friendly. It was different.

But now? The centre of Bradford is being torn out. The city is being " developed." Everywhere in the centre are the bulldozers and the mixers; and the tall, glass-fronted, slabs rise all around. In a year or two you won't be able to tell central Bradford from Turin or Milan, from office London or from the newest new town.

Dwarfing the lighthouse off Nassau harbour in the Bahamas is the *Queen Elizabeth* on one of her first-ever cruises

The ultra-modern Italian liner—*Galileo Galilei* of the Lloyd Triestino Line

GONE CRUISING

Cunard made an extremely successful innovation this winter when the *Queen Elizabeth* was run for the first time on three cruises from New York to the Bahamas. The last of these cruises began last week, with the liner carrying her full complement of 1,300 passengers. After the cruises, the *Queen Elizabeth* is rejoining the *Queen Mary* on her normal Atlantic run. It is planned that she, but not at the moment the *Queen Mary*, will cruise to the Bahamas again next winter. Cunard have built up a high reputation in cruises with the *Caronia* and the *Mauretania*; the popularity of the *Queen Elizabeth* has added to this.

Lloyd Triestino, of Trieste, now have crack liners for their Four Continent route between Italy and Australia, via the Suez Canal and India. One of them the *Galileo Galilei*, of 27,500 tons, made her maiden voyage from Genoa last year. She carries 1,700 passengers in two classes—First and Tourist—which can be combined for cruises.

TRAVEL

THE DISTINCTIVE APPEAL OF IBIZA

By "THE SPHERE" TRAVEL CORRESPONDENT

Many people tend to visualise Ibiza as a smaller, rather less crowded version of Majorca; but there is a good deal more to it than mere variation in size and elbow room. The people are different, the daily language (Ibicenco) is different, ancient customs—and prejudices—have clung longer and the influence of its stormy past has remained far more apparent, not least in Ibiza town itself and the Moorish style of many a village fortress church. For the palate, there are flavours which are different, in the form of local herb liqueurs.

In spite of the tremendous boom in tourism of recent years, Ibiza remains much less sophisticated than its popular sister island, and this for many visitors is one of its great attractions. The only centre with any real claim to sophistication is San Antonio which, for some reason, has become the resort most favoured by hotel planners and holidaymakers. My own choice falls on Ibiza itself for its far more intriguing character, or Santa Eulalia for its greater quiet.

The old quarters of Ibiza are a joy, piling up in steep, white layers against a Cathedral-crowned hill. Near the Cathedral, the Archæological Museum displays a notable collection of Carthaginian and other remains, while the Punic Necropolis just outside the town is also of archæological interest.

The harbour at the foot of the walled town has the fascination shared by all centres where yachts and fishing boats come and go, and the arrival and departure of the boats to and from Palma or Barcelona several times weekly always draw large excited crowds, plus apparently every taxi driver on the island! For those combining Ibiza with a visit to Majorca, the sea journey from Palma takes six hours, the air journey 45 minutes. On a calm day, the rather lengthy sea trip is strongly recommended at least one way, if only for the views of both Palma and Ibiza from the deck. There are, of course, also air connections between Ibiza and Barcelona.

Eating at a pavement café in Ibiza town

The cutter from Ibiza on its regular voyage is unloaded at Formentera

As a holiday base, Ibiza town has two slight disadvantages. The first is the presence of a multi-national beatnik colony who, however, do seem to keep to their own haunts. The second is its choice of beaches which cannot compare with many elsewhere on the island. It does have one or two on its outskirts and, since distances are not great and taxis cheap, this is not a serious problem. Two of Ibiza's local beaches are at Figueretes, very small and by an hotel of the same name; and Talamanca which, as yet, has hardly been developed at all. The latter is quite extensive, but the immediate surroundings are not especially pleasant.

At the end of the day, innumerable small bars in every part of the town become meeting places for local gossip and relaxation. My own favourite, La Bodega, is in the modern section opposite the new Hotel Parque. This modest but comfortable establishment is well worth considering.

A few miles from the capital, the village of Santa Eulalia is an enchanting spot, a cascade of white buildings overlooked by an old fortress church. Its development as a tourist centre is much more recent than that of San Antonio and, though it may eventually share the same destiny, its present tempo is considerably more restful. The beach at Santa Eulalia itself is small, but within a few miles are several

The secluded beach and hotel at the Cala Gracio, a mile outside San Antonio

glorious stretches of sands, including that of Es Cana where an hotel and one or two pensions provide accommodation. These beaches can be reached by road or by excursion boat from the village. Santa Eulalia also has the attraction of one or two excellent restaurants, including the Casa Janito which draws its clientele from all over the island. A series of rooms encloses an inner courtyard, at one end of which is the kitchen where one can choose one's fish or cut of meat. Good and rather less expensive is the shore-side restaurant, Sa Punta.

A system of vintage buses serves various villages on the island, as far as the bright, white hamlet of San Juan. From here a surprisingly good road leads to the perfect little beaches of Portinatx.

As for San Antonio, its praises have long been sung in many a travel brochure. Certainly it has more to offer in the way of organised entertainment, while it is the main centre for excursions to other parts of the island. For my taste the original character of the village has been swamped by the mushroom growth of hotel building, while the beaches are naturally far more crowded than elsewhere.

In all fairness, on the outskirts of the resort there are a number of hotels which seem most pleasant. These include the Ses Savines (cat. 2), the Bahia (1B) and the Tagomago (2), in each case providing their guests with motorboat transport to various beaches. Indeed, the boat excursions from San Antonio are among its main attractions. Nearby, the island of Conejera is reputedly the birthplace of Hannibal. Another appealing hotel, by a lovely little beach, about a mile outside San Antonio, is the Cala Gracio.

Lying just off the south coast of Ibiza is the smallest of the four main Balearic islands, Formentera. In spite of its proximity, the crossing by cutter from Ibiza town takes $1\frac{1}{2}$ hours since a direct approach is not practicable and, for at least half this time, those prone to sea-sickness are liable to experience some uneasy moments on even the calmest days. But it is a trip that should not be missed, and there will be a few people in genuine search of seclusion who may well prefer to make the island their base.

At present, apart from a few very simple pensions, there is only one hotel, the second class Roca Bella, whose owner describes Formentera as "the last paradise." Many may dispute this for, with its tiny hamlets, its vine and fruit cultivations on the orange earth, its salt ponds, one hill, and its windswept plain, the attractions are not of mass appeal. But the beaches of Formentera, once swept by strange and barbarous invaders, are large and empty, and the quiet is immense.

Taxis provide the only means of touring the island and this can be an adventure in itself, for these vehicles are certainly among the most ancient I have seen. From the tiny port of La Sabina, it is only 12 miles across the plain, over the hill of La Mola from whose pine-covered flanks the island appears as a map, to the little white lighthouse on the bare cliff at the island's farthest point. All can comfortably be seen on a day trip. But I number myself among those who would willingly linger longer in the sun and silence of this unspoilt place.

For further information: Spanish National Tourist Office, 70, Jermyn Street, London, S.W.1; Horizon Holidays, 17, Hanover Street, London, W.1.

The church in the village of San Juan

BOOKS

LETTERS FROM T. E. LAWRENCE

His correspondence with Liddell Hart and Robert Graves; a remarkable biography; and this week's fiction

Mr. Robert Graves and Captain Liddell Hart were the only two men to write biographies of Lawrence of Arabia during his lifetime and to both men—the poet and the historian—he wrote often and fully, giving them details of his career, helping them with matters of fact or theory, and approaching them in the different ways which he considered suited two such different writers. " Lawrence always thought of me as a poet," writes Mr. Graves, " whatever side activities I may have had to engage in from time to time to earn a living. . . . All this has to be said or it will not be clear why his letters to me are in so different a vein from those he wrote to Captain Liddell Hart, whom he seems to have thought of as 'historian—military and general.'" The letters have now been published as T. E. LAWRENCE *Letters to His Biographers* (Cassell. 42s.) and they make absorbing reading for those who, like myself among many, many others, continue to be fascinated by the variousness and brilliance of this amazing figure.

TO CATCH AN ANGEL (Cassell. 21s.) is not only a sound but an inspiring autobiography as may be judged, for one thing, from the sub-title which the author has given it: *Adventures in a world I cannot see.* Mr. Robert Russell was blinded in an accident at the age of five. He is now in his late thirties, a distinguished Professor of English at a University in Pennsylvania, with an M.A. from Yale and the degree of B.Litt., Oxford, which he took from Merton College. His career is extraordinary in the physical as in the intellectual sense but what illuminates his story is its vigour and its remarkable sense of fun. His whole life so far has been a struggle of one sort or another, in spite of the close and loving circle of his family, now parted by death or distance, but he has maintained his humour and his quite wonderful sense of proportion.

THE STRUGGLE OF THE MODERN (Hamish Hamilton. 25s.) by Mr. Stephen Spender is, very broadly speaking, a work of literary criticism and, more than that, an attempt to reassert the relationship of literature to modern life. One of the subjects Mr. Spender discusses is the difference between the creative and the critical functions; a question of active interest now that so many poets are critics, and studied with the special insight of a writer who is himself both poet and critic. " Criticism," he writes, " is traditionalist, analytic, scientific even. Poets accept the necessity of being critics in their poetry, but in the deepest centre of their being they know this is a trap, that they have been forced to accept a logic which may enable them to write poetry, but which cuts them off from the sense of being it."

PETER SELLERS, with Nanette Newman, in a scene from his new comedy film, *The Wrong Arm of the Law*, directed by Cliff Owen, at the Warner, London, from March 14. He plays a couturier-cum-King of the Underworld

STATE OF POSSESSION (Chapman and Hall. 18s.) is one of those short but memorable novels so calm in style and so mannerly in the telling that they almost conceal the force and the passion of the story which motivates them. Madame Edith de Born excels in this kind of restrained but essentially dramatic plot and the present book with its background of post-war Brussels and its theme of two women's conflict over a son has a quality of its own.

Miss Barbara Goolden's novel BATTLEDORE AND SHUTTLECOCK (Heinemann. 16s.) is concerned with a mother, too, but the problem is far from being the identity of an illegitimate child; in this case it is the future of the three children of a much married woman whose essays in matrimony have provided considerable excitement but no real stability. Now, with her fourth marriage, the children are dispersed to a father, a grandfather and an old governess, while the security and sense of a settled home life which they all need seems as far away as ever. Miss Goolden is always at her best when writing about the young and this book shows her very real talent for sympathetic insight without a shade of sentimentality.

Mr. John Buell's FOUR DAYS (Macmillan. 16s.) is tougher stuff: the story of a twelve-year-old boy in Montreal, living with the older brother whom he adores but who, as he half realises, is both a criminal and unbalanced. The young hoodlum is killed robbing a bank and the child is left, holding the loot, tragically and brutally alone and conscious that he can trust no one in the underworld surroundings to which his brother has brought him. Highly effective writing with some genuinely poignant moments.

THE RECESS (Macdonald. 15s.), by Mr. Harman Grisewood, is an adventure story with the more than slightly sinister overtones of nuclear missile threats and international chicanery. Crisply told and rather too believable.

HISTORY OF No. 10

Two centuries as the Prime Minister's Residence

It was that rather devious soldier, diplomatist and lay preacher, George Downing (" a fellow whose great talents were rarely employed to the advantage of his country, and whose character was marked by treachery, servility and ingratitude "), who gave his name to London's Downing Street. Downing bought the land in 1654, and one of the first residents in the house " at the back of No. 10 " was the second Duke of Buckingham, heir to the handsome George Villiers. In NO. 10 DOWNING STREET: A HOUSE IN HISTORY (Cassell. 50s.) R. J. Minney traces the story of this famous mansion from its first ownership to the present days of its massive transformation to meet the modern needs of the premiership. Walpole, the Pitts, Wellington, Peel, Palmerston, Disraeli, Gladstone, Salisbury, Lloyd George, Churchill, Attlee and Eden have all made their homes there for brief or for long spells; No. 10 has been the witness of the nation's changing fortunes, and it now achieves the full scale biography it deserves.

For its profound research, for its clarity, and its unique documentation J. Benoist-Méchin's account of the fall of France in 1940 deserves a high place as a work of history. SIXTY DAYS THAT SHOOK THE WEST (Jonathan Cape. 45s.) has been edited by Cyril Falls, who points out quite plainly in his preface that he finds himself in disagreement with the author on certain points, not least in respect of Anglo-French relations at the time of Dunkirk. But on the whole Mr. Falls finds the volume notably impartial; at the same time it is an " eye-opener " in the light it sheds on this time of Nazi triumph and Gallic shame. There have been few events in history so stupefying as the defeat and collapse of the French Republic in June 1940. No great power had been smashed as swiftly and inexorably since the lightning war of Napoleon against Prussia in 1806, when in less than six weeks one of the powers leading the world was swept from the international scene. J. Benoist-Méchin in his dramatic narrative divides the military from the political within each chapter, a method which might make for stilted presentation, but not in the hands of this practised writer who actually served in the fateful campaign of 1940 (before he was captured by the Germans) and who then served in a subsequent Laval Government. Because of his political position in Vichy France the author remains today a controversial figure, but Mr. Falls clearly wants us to accept that he is not a particularly controversial historian, although British readers may recoil at " the skill, assurance, and patience " attributed to Laval in the revision of the constitution in the face of French defeat. Somehow tributes to that ill-starred premier are hard to swallow.

The life in small warships on active service during the Battle of the Atlantic is vividly painted by Lieut-Commander Alan Easton in his personal story of the Second World War, 50 NORTH (Eyre and Spottiswoode. 25s.). In corvette, frigate and destroyer Easton had a hectic time of it from near the beginning to very near the end of hostilities, and he describes it all, the moments of peril, pride, boredom (there were not many of these) and frustration with a deep awareness of his fellow men.

The Queen's interest in the arts came to be more fully realised last year with the opening to the public of the new Queen's Gallery at Buckingham Palace. The Royal picture collection has for long given the Queen great personal pleasure, and now she has chosen to share it with a wider public, in fact with anyone who is interested. Harold A. Albert reviews this collection and adds many personal touches in THE QUEEN AND THE ARTS (W. H. Allen. 30s.). Mr. Albert understands full well the hazards of trespass into private affairs and he avoids it skilfully without robbing his work of light and life.

Here are three reference books, each of importance in its chosen field. THE HANDBOOK OF WORLD OPERA (Arthur Barker. 55s.) is compiled by Frank Ledlie Moore and is intended both for the general public and the musicologist. Detailed information on more than 500 operas is included, and there are some 1,500 entries on singers, composers and other operatic figures. PEARS MEDICAL ENCYCLOPEDIA (Pelham Books. 30s.) now appears in a new and revised edition covering over 500 pages and as ever adheres to a high standard of clarity and accuracy. THE SHORTER ATLAS OF THE CLASSICAL WORLD (Nelson. 15s.) is a recasting in concise form of the material in the highly successful larger volume, *The Atlas of the Classical World.* The book, however, is no mere condensation of the larger work. The text is by H. H. Scullard, Professor of Ancient History at King's College, London University.

Richard Edmonds

TASK OF DESTRUCTION (Michael Joseph. 16s.), is a clever demonstration by Mr. Michael Barrett of another facet in the dangerous business of strong-arm diplomacy and most readable it is, using the familiar but never banal device of the manhunt and the perilous escape, and set in a country caught between Russia and Turkey, and disrupted by civil war. Recommended for unquiet weekend reading.

The boy who is the central figure of Mr. Aaron Judah's novel, CLOWN OF BOMBAY (Faber. 18s.), is 14 and bright in a way far removed from the academic. He is a member of a Jewish family in Bombay and has practically nothing in common with his barrister father, his charity committee mother or his exasperating sisters. On the contrary, he works things out in his own way and his methods are not of the kind to commend themselves to either parents or teachers. Highly entertaining and civilised.

Taking the armchair view of crime and detection, there are three books this week to divert the reader. First, Mr. Ivan T. Ross's OLD STUDENTS NEVER DIE (Heinemann. 16s.), which deals with an unusual college professor and an even less commonplace ex-pupil in a luxurious American country setting. Then, NIGHTINGALE AT NOON (Hodder and Stoughton. 16s.), by Miss Margaret Summerton; a story of murder in the arid but haunting stretches of the Camargue and containing some really admirable passages of descriptive writing. And finally, Mr. Rex Stout's HOMICIDE TRINITY (Crime Club. 12s. 6d.), three long-short stories of cases handled by the inimitable Nero Wolfe in his own obese but matchless way, assisted by the peerless Archie and, of course, the best *chef* in New York.

Vernon Fane

The Man (Michael Bryant) accuses the Woman (Barbara Murray) of pretending to be his wife, watched, with some disbelief, by the Priest (William Holmes) and the Police Inspector (André Morell)

The thriller play is a type of drama for which theatre critics as a whole appear to have little fondness—perhaps because they feel inhibited since they must be at great pains not to reveal the plot. The French author, Robert Thomas, of this example even goes to the lengths of not announcing who his characters are in the programme, although they have names on the stage.

TRAP FOR A LONELY MAN

at the Savoy Theatre

POLONIUS TO LAERTES

Neither the 4th Earl of Chesterfield nor his bastard by Mlle. de Bouchet, Philip Stanhope, was a particularly attractive character. This famous author of *Letters to His Son*, as a Polonius, holds the world record for long-windedness. The immensity of his archives, used and still unpublished, are proof positive of his determination to do his best for his unfortunate Laertes, but he went about it the wrong way. He was so obsessed by his own notions of "a cultured gentleman" that he never gained understanding of the character of the object of his experiment. Moreover, Lord Chesterfield hardly deserves a place among famous wits, for most of his epigrams still smell of midnight oil. Philip, of moderate abilities and handicapping diffidence, if he disappointed his father, did reasonably well for himself and enjoyed some happy years, and Lord Chesterfield made modest provision for his widow and sons. In her DESIGN FOR A GENTLEMAN (Chapman and Hall. 25s.) Mrs. S. M. Brewer has ransacked the archives for correcting light on the characters of father and son and sponged out some of the prejudice that grew round them. If the prejudice against the son is perhaps exaggerated, she has in a scholarly, well-documented study, done him tardy justice, if she leaves us uncertain whether he was more a paragon than a boor. In short, she has made the most of a not very promising subject for sparkling literary and historical research. Whenever and wherever the opportunity came to her for lively description, she has taken good advantage of it, and her book makes useful contributions to social and political history. Certainly, in teaching the art of calligraphy by example, Chesterfield's experiment succeeded admirably. Time and again through the ages strength of character has triumphed over the handicaps of bastardy. In Philip's case, no triumph was possible—he managed off his own bat to justify his place in the batting order at No. 8.

John Gore

Richard Harris in the role of Aksenti Popristichin, a poor clerk in St. Petersburg, in the dramatisation of Gogol's short story. The actor, who collaborated with Lindsay Anderson on the play, takes the only role, of the clerk whose dreams become too real for sanity.

DIARY OF A MADMAN

at the Royal Court Theatre

LEADERS OF BRITISH INDUSTRY

Photographed by Tom Hustler

Sir Miles Graham

Major-General Sir Miles Graham, K.B.E., is Chairman of A. C. Cossor Ltd.; of the Greyhound Racing Association Trust Ltd., of G.R.A. and White City (Manchester) Associated Ltd. and associated companies; Totalisators Ltd.; Vice-Chairman of Sterling Cable Co. Ltd.; Franco Signs Ltd. and Prior Stokers Ltd. He is a Director of The Times Publishing Co. Ltd. Born in 1895, Miles William Arthur Peel Graham was a Scholar at Eton and went on to Trinity College, Cambridge. He joined the 2nd Life Guards in 1914 and served throughout the First World War, being twice wounded, winning the M.C. and being mentioned in dispatches twice. He became Captain and Adjutant in 1916. Sir Miles rejoined the Life Guards from the Reserve as a Captain in 1939 and served throughout the Second World War. He was Chief Administrative Officer to Lord Montgomery from 1942 to 1946; and became a Major-General in 1944. He was awarded the O.B.E. in 1942; the C.B.E. in the following year; the C.B. in 1944 and the K.B.E. in 1945. He was also appointed Commander of Legion of Merit (U.S.), Officier Légion d'Honneur and Croix de Guerre avec Palmes and Knight Grand Officer of Orange-Nassau. Sir Miles is Sub-Regional Controller, Nottingham-Derby Civil Defence and a member of the Nottinghamshire County Council. During his life Sir Miles has travelled extensively. Married, he lives at Wiverton Hall, Bingham, in Nottinghamshire. His recreations are shooting and fishing and he has recently taken up croquet

BARGAINING FOR POWER

By "THE SPHERE" INDUSTRIAL CORRESPONDENT

One of the big new orders that the Central Electricity Generating Board placed last month with heavy engineering firms in the North of England, as a contribution to livening up industrial activity in depressed areas, was for two 500-megawatt boilers for a new power station to be built at Kingsnorth, near Chatham in Kent. What was peculiar about this station was that the boilers are to be designed to burn coal or fuel oil—or even a combination of both.

This is relatively unusual in the British electricity system's policy of planning future generating capacity. There was a period in the middle fifties when a number of stations then recently built or still under construction were converted for this " dual-firing " system, while others were equipped for the burning of fuel oil alone. But this period of uncertainty about future supplies of coal and the nuclear capacity it was safe to count upon, in turn passed. The actual use of fuel oil in power stations grew very rapidly as these stations came into operation—by no fewer than 18 times, indeed, between 1956 and 1961. Then the rate of oil growth for power generation began to slow down and the tonnage of oil used may be passing its peak. This wasn't a deliberate act of policy; it was simply that as a power station gets older it is used for rather fewer hours during the year, and that these oil-fired and dual-firing stations were gradually being pushed off the continuous base-load operations on to rather less frequent running. That, automatically, gradually reduces the amount of oil or other fuel that any particular station uses in its yearly stint.

In its existing programmes the Generating Board has one or two important oil-fired stations being constructed, notably one close by the Esso refinery at Fawley on Southampton Water. Its biggest reliance is still upon coal, mainly for firing huge power stations placed near to pitheads in the Midlands. The nuclear stations, by the end of this decade, will be providing about a fifth of the power generated in this country, and that proportion will presumably grow. But the Generating Board's decision to opt for dual-firing at Kingsnorth demonstrates how much importance it attaches to flexibility in power generation—and in fuel bargaining. It would be a good deal cheaper, in first cost, for the board to make up its mind on one fuel. Experts in the electrical equipment industry estimate that the Kingsnorth boilers may cost 30 per cent. more than a conventional single-fuel boiler. Moreover, there are of necessity certain losses in efficiency; the shape of the boiler is likely to be that of a coal-fired boiler, though it will have oil burners as well.

Why choose what sounds like the worst of both worlds? In first cost, given a suitable location, an oil-fired boiler is said to be about 10-15 per cent. cheaper than one designed for coal alone: their eventual power costs depend upon the location and the price at which an electricity supplier can secure either of these primary fuels. The reason for choosing rather expensive flexibility seems to be simply that the Generating Board wants to be able, to some degree, to play oil and coal off against the other.

It has some cogent reasons for not getting too absolutely committed to either and for retaining some margin of room for manoeuvre. At present the National Coal Board is understandably concerned to hold on to its best customer and to offer the best bargains it can for power station coal in order to do so. Yet the electricity industry faces the certain prospect of becoming more than ever the best customer for British coal—with some unwelcome consequences. By the mid-seventies, power station demand for coal, allowing for a sizeable continued investment in nuclear power, might rise as high as 120,000,000 tons. That would be out of, at the highest, a total production of 200,000,000 tons—the target sales that the Coal Board, somewhat hopefully, would like to regain and to retain.

But the problem for the electricity industry of accepting such predominance as a coal customer would be that there would be fewer and fewer other customers to help it pay for the total British output. And at present power station coal is far cheaper than almost any other grade; other big customers such as gas and steel, as well as domestic consumers, pay much more per ton than power stations. By so doing they help to bear a disproportionate share—in terms of tonnage, though not in terms of the quality of the coal—of mining costs. In ten years' time, unless coalmining costs have been remarkably shaved, the electricity industry will have to pay a larger proportion of total costs—which could lead, apart from all other influences upon costs, towards somewhat higher prices.

To dive too deep into oil, on the other hand, may seem to the power station planners to present some alternative dangers. To start with, oil companies are not used to very long-term contracts, and a power station designed to burn a particular fuel with optimum efficiency wants the longest possible contracts it can get. For another, it is very difficult to offer any guarantees about the long-term price trend of oil. Nobody in the oil industry really expects it to rise sharply. On the other hand, some people feel that fuel oil will rise relatively to the prices of other oil products; and there is certain to be renewed pressure for higher royalties and taxes from the governments of countries where the oil is actually produced.

At one time, Sir Christopher Hinton laid down the principle that the British power system ought to buy fuel oil up to the limits which, added to other customers' demand, would take all the fuel oil that British refineries used. He thought it doubtful whether the industry ought to push demand up beyond that, to a point where substantial amounts of fuel oil might have to be imported directly. Yet this apparently clear principle may not suit changing factors in the world supply of oil. Esso, for example, one of the CEGB's main suppliers, is now developing oil production in Libya, and bringing much of this to Fawley. But Libyan oil is light crude, which gives a relatively small proportion of fuel oil from the refining process. It may pay Esso—and Britain—better to supplement the mainly lighter products " yielded " from this Libyan crude by importing fuel oil from refineries across the Atlantic that process heavy Venezuelan crude oil, which has a very high proportion of fuel oil. " Neddy," in its recent plan, reckoned that by 1966 Britain will have become a substantial net importer of refined products, apart from its massive imports of crude oil.

The CEGB has not yet experimented with the burning of crude oil, virtually unrefined, as a number of Japanese power stations have done successfully over the last year or two. If the demand for oil as a boiler fuel rises more than for the lighter products such as low-grade petrol, the question does arise whether one should not try to burn the " whole barrel " simply for its heat value. Already some of the lighter and traditionally more expensive products are being burned in place of heavier oils—for example in gasmaking, and in some central heating fuels. The Japanese have taken this to its logical conclusion, and burn the crude oil virtually untreated. (A power station can install some very crude distillation units of its own, if necessary.)

The British electricity industry, for its future development, has now the choice of three fuels: about ten years ago, remember, it really depended on coal alone. It has not yet perhaps fully flexed its bargaining powers; beyond the traditional suppliers of both coal and oil, there loom the possibilities of importing either American coal or Russian oil, each of which could undercut its present suppliers by quite a margin. Whether it would ever have the chance to do so, admittedly, depends upon the government of the day. But there are a wide range of independent suppliers of oil, at any rate, now sniffing for a chance to supply some of its new stations. Nuclear generation is not yet a bargain, but it offers, for the future, a " ceiling " in the prices electricity need pay for the conventional fuels. The supply industry's opportunity in the meantime is to see how far it can bargain the prices of those conventional fuels down towards the floor.

The crew of the Ben Line's cargo vessel, *Benarty*, lower the hydrofoil captain's launch, *Waterman*, into the water of the Thames during training with this unusual craft. The launch, which is only 22 ft. long, has a top speed of 30 knots and seats nine. *Benarty* is on her maiden voyage to the Far East, where *Waterman's* manoeuvrability in the narrow rivers of *Benarty's* ports of call will be put to good use

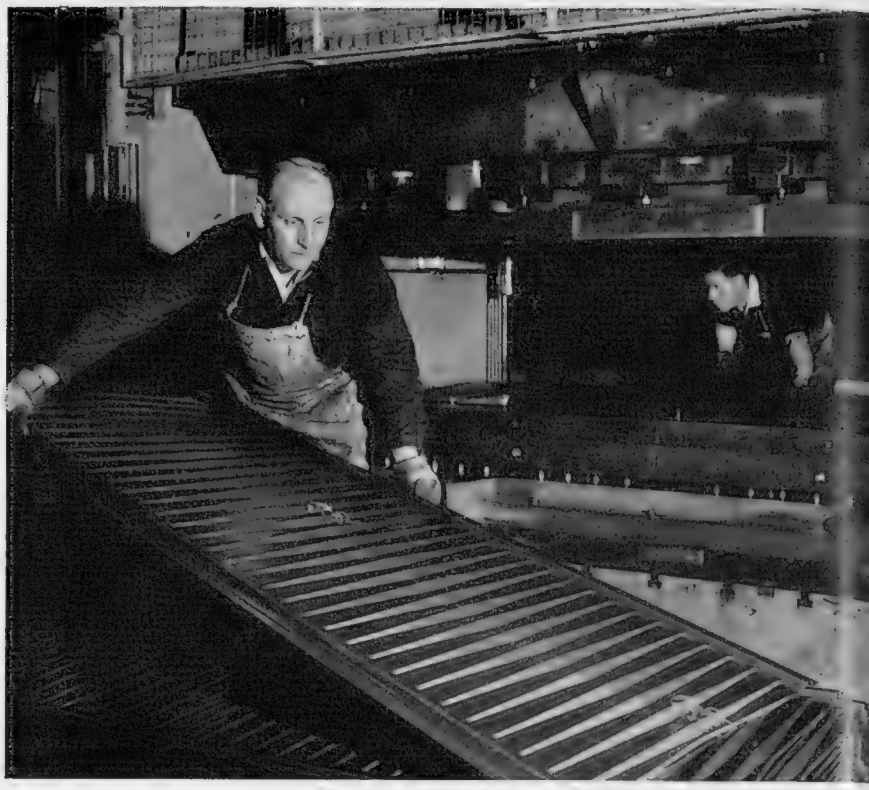
CAST IRON TO PLASTICS

Manufacturing units of Allied Ironfounders Ltd., photographed by Peter Waugh

In the last decade or so, Britain has seen the gathering speed of a revolution in the home. The rising tide of affluence and new industrial methods and materials have combined to bring to many homes central heating, up-to-date kitchen equipment and modern baths. This has not been confined merely to the home—pipes and fittings made in plastic have been added to those made in the traditional cast iron. Streamlined catering equipment has improved service and helped staff in, for instance, hospitals.

A leading industrial company which has kept in the forefront of these developments, is Allied Ironfounders Ltd. The photographs on these four pages, covering most of the major manufacturing units of the company, show how production in cast iron by both traditional

(*Continued on page 406*)

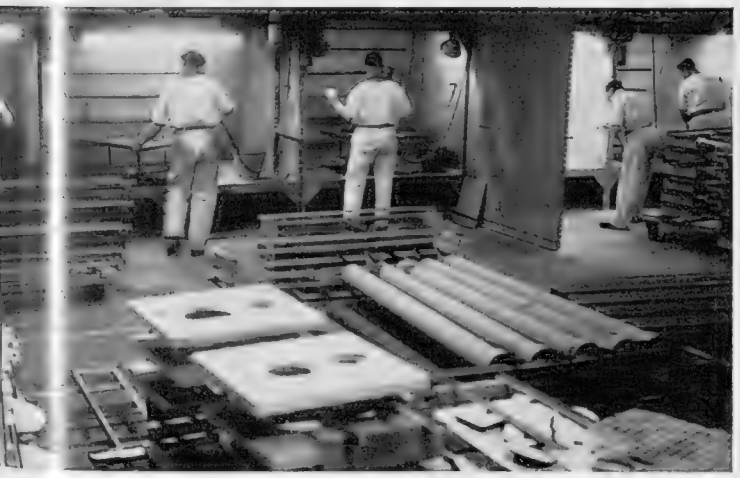


In the Leisure Works at Long Eaton, Nottingham, Allied water radiators are formed in sheet steel by a 1,500-ton hydraulic press

Inspecting soil pipes for export to California at the Sinclair Iron Works, Ketley. **Right:** Fabricating a Metrex PVC soil fitting in the Plastics Research Department

Below: The initial 'drawing' of sinks is carried out on three hydraulic presses (of 750, 1,100 and 1,500 tons) at the Leisure Works. The 1,100-ton press is right

Rough edges are removed from newly-cast baths in the fettling shop, prior to preparation for enamelling, at the Batmans Hill Works of Bilston Foundry, Staffs



Vitreous enamelling being carried out on Aga cooker components and smoke pipes in the Aga Works, Ketley

The night shift pours the molten metal into moulds for cast-iron rain-water and soil pipes. **Right:** At work in the die pressed gutter plant

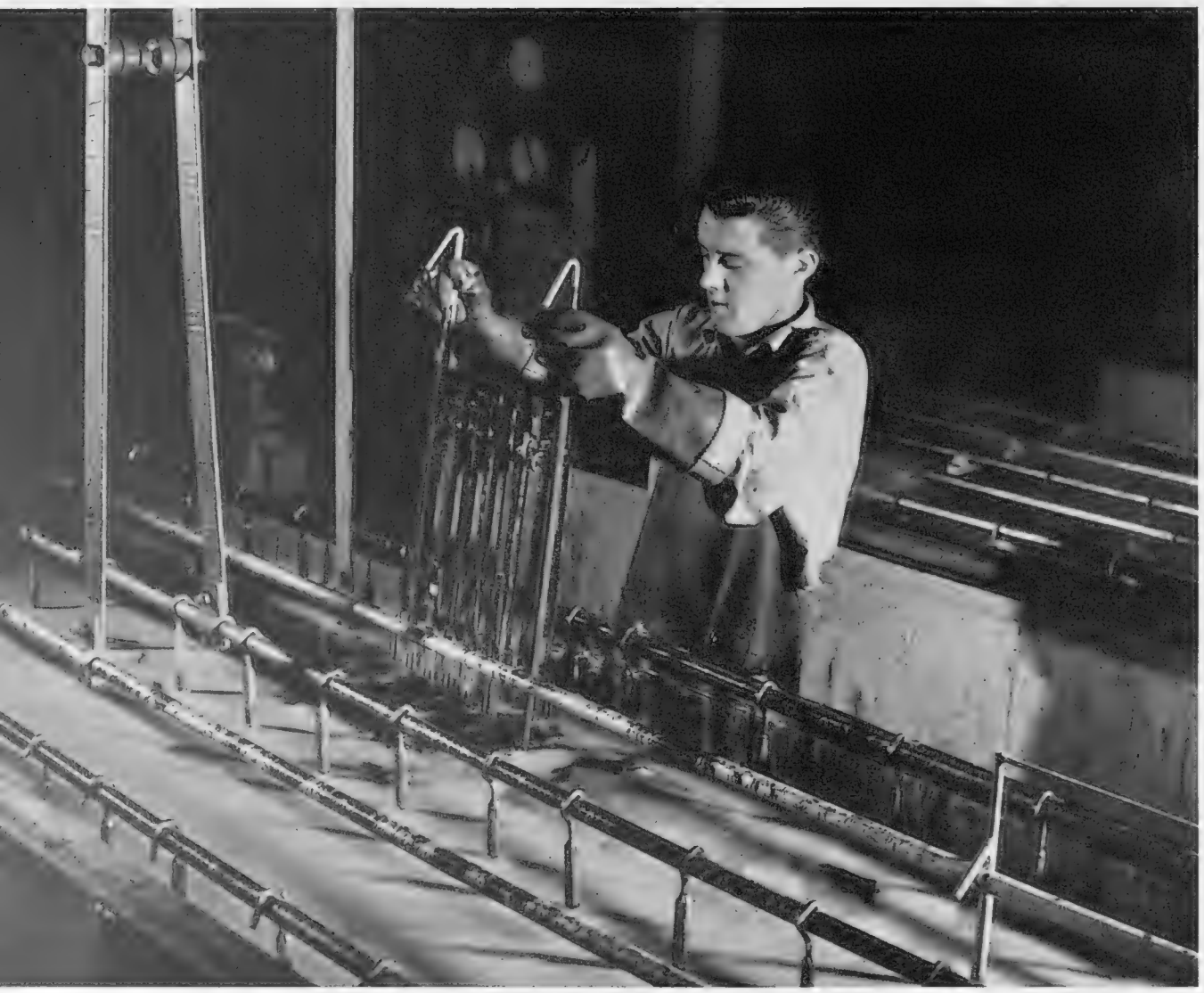
CAST IRON TO PLASTICS (*Continued from page 404*)

and mechanised means is now supplemented by fabrication in new materials—notably pressed steel, stainless steel and PVC plastic.

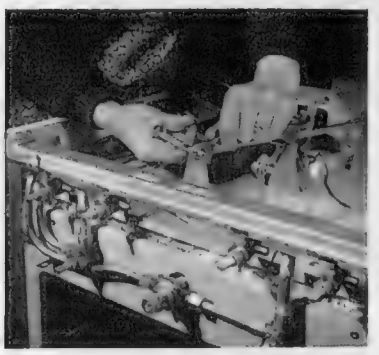
Altogether there are 20 works, which manufacture rainwater and soil goods, fires, fire places and other iron and brass castings for the building and engineering industries; Aga and Rayburn solid-fuel cookers; Aga solid-fuel, oil-fired and gas-fired domestic boilers; Vogue and other baths; Leisure kitchen equipment and gas appliances; Kayenco and Watts industrial boilers; and a variety of catering equipment.

At this year's Ideal Home Exhibition at Olympia, open until the end of this month, Allied Ironfounders are presenting a main feature, entitled "Comfort in the Home." Their two-storey stand contains what is probably the biggest cross-section of domestic equipment presented by a single manufacturer at the exhibition. Indicative of the fact that the company is Britain's largest manufacturer of baths is that the stand contains ten different bathrooms. Among new items Allied Ironfounders are also showing a re-styled range of solid-fuel boilers and rainwater goods and sheeting in Metrex PVC.

Completing the master pattern for the waterway of the latest Aga solid-fuel boiler



Components for gas appliances being removed from the electrically-charged plating tanks in the chromium-plating shop at Audenshaw Works, near Manchester



The assembly of Leisure gas cookers at Audenshaw Works

Cutting off Metrex PVC soil pipes after extrusion

Fixing the smoke tubes of a Kayenco industrial boiler in the Planet Works, Audenshaw

Assembling conveyor belts for the Ganymede catering system for hospitals

In the Hoole shop at Falkirk Iron Works—working on the copper canopy for a Rayburn Viking fire

The assembly line for Rayburn Princess room heaters at the Larbert Works near Falkirk

In Bilston Foundry—the lower half mould of a Vogue bath, having been removed from the pattern (left), on which it was formed in sand, is being sprayed with a refractory coating

INDUSTRY AND THE STOCK MARKET

NEDDY'S TARGETS—2

By "THE SPHERE" CITY CORRESPONDENT

The sectors mapped out by the National Economic Development Council for future expansion clearly represent the principal sectors where growth can be expected over the years ahead. Last week's article drew attention to major industrial companies in each of these sectors, whose progress can fairly be expected to reflect the expansion possibilities outlined by NEDC Shares in these large companies—ICI, English Electric, Alfred Herbert and the British Motor Corporation—thus represent the basis for any long-term investment portfolio.

But some investors may prefer to avoid the largest companies in any industry. At the cost of incurring rather greater risks—for the attraction of any large company is the security it offers through size and spread of interests—they will prefer, say, those companies which rank second or third by size in any industry. The reasons for avoiding the largest company in any group are essentially financial: though large companies offer security, these people argue that their sheer large size limits expansion possibilities. For any company which already holds a large slice of any market to achieve further expansion will probably bring resistance from competitors, apart from possible political problems.

People impressed by this argument will tend to prefer one of the medium-sized, as opposed to the largest, groups in the growth industries selected by NEDC. Alongside ICI, for example, they might prefer to buy shares in Laporte Industries, the £30,000,000 concern, well known for their hydrogen peroxide production, who should gain important benefits from demand for fluoride. Laporte profits grew rapidly over the five years to 1961, more than doubling from £850,000 to just under £1,800,000. During 1961-62 earnings fell by some £300,000, mainly because of the generally difficult conditions in the industry which brought an even sharper profit setback for ICI. But last summer Mr. P. D. O'Brien reported improving demand and assured shareholders that the Laporte directors would be disappointed if the 1963 financial year now ending does not prove more satisfactory than 1961-62. The City is hoping that Laporte will be able to continue their recent policy of raising dividends—which have grown from 16 per cent to a comparable 25 per cent. over the past five years.

Investors anxious to take an interest in the expansion of Britain's electricity industry and who want to buy shares in a medium-sized concern, rather than say the giant English Electric, could well choose Combined Electrical Manufacturers. This group, the merger company of Hackbridge and Hewittic and Switchgear and Cowans, supplies a wide range of key components used in electric production and distribution. The first full year of the merger, to March 1962, corresponded to a period of slackening industrial activity with low selling prices in both home and overseas business. But even during that difficult period several companies in the group managed to obtain record orders. In July of last year, Mr. A. M. Browne, the chairman, told shareholders that existing orders ensured full production for 1962-63 with a significant volume of transformer work to be manufactured over the coming three years. Combined Electrical's present 12½ per cent. dividend was twice covered by net profits reported for 1961-62.

Alongside Alfred Herbert in Britain's machine tool industry stands Coventry Gauge (formerly the Coventry Gauge and Tool Co.) a £7,000,000 concern whose profit record can stand comparison with the larger company's. Since the acquisition of Rockwell Engineers five years ago, group profits have improved steadily from £160,000 in that year to just under £420,000 for the period to last August. Shareholders' dividends, which are paid free of income tax, have been raised from 6¼ per cent. to 8¾ per cent. With the recent fall in home orders Sir Stanley Harley—like Colonel Clark at Alfred Herbert—found the future difficult to forecast. Speaking last January, he assured shareholders that the dividend should be maintained, while the group may also have benefited from the high level of overseas orders.

To find a medium-sized company to rank alongside British Motor Corporation as a vehicle producer is not easy—Rootes are a large company by general industrial standards, and its recent results suffered heavily from the Acton strike. But there are several successful medium-sized units among Britain's motor component makers, such as S. Smith and Sons (England) who make a wide range of instruments for cars, as well as clocks and watches, and aircraft controls. After the setback of 1961-62, Mr. R. Gordon-Smith has forecast a profit improvement of nearly £800,000 for the current year—estimating pre-tax income at £3,000,000 against £2,226,000. Shareholders, who have seen their dividend rate double in the past six years, can reasonably expect some further increase for the period to next July.

Among the shares of these medium-sized companies, yields are sometimes smaller than on some of the large companies'—reflecting the former's growth possibilities. Coventry Gauge, for instance, yield some 4½ per cent. against Alfred Herbert's 5 per cent., matching the smaller company's growth record. Laporte, by contrast, offer 5 per cent. against ICI's 4½ per cent., and seem an attractive alternative for investors who are looking for a stake in chemicals. S. Smith offer barely 4½ per cent. against BMC's near 6 per cent., but the dividend is much better protected by current profits.

GOOD LIVING *by Ganymede*

I had a very interesting discussion with Mr. J. F. Bidwell, the head of the largest firm of cheese importers in this country, when we met at the recent Delicatessen Exhibition. (I have already made a brief reference to this occasion in my last article.) From him I learnt a great deal about one of my favourite French cheeses (and that of many readers, I am sure)—Camembert. He explained that nowadays this cheese is so popular that it is being made in many different districts, but that owing to the different pastures, there are also great differences in quality and flavour. The village of Camembert is in a part of Normandy known as Pays d'Auge, and this relatively small area makes the best cheese. This is where Madame Harel, a farmer's wife, is said to have invented the world-famous cheese towards the end of the eighteenth century. The gratitude of successive cheesemakers is shown by her statue which can be seen in the little village.

The method of making it is briefly this: Rennet is added to the rich, full-cream cows milk at blood heat. This makes it coagulate into a firm "junket." The curd is then poured into moulds, and within 24 hours the cheese is firm enough to be removed. The cheeses are salted at this stage and taken into the maturing rooms, where they remain for ten to 12 days being frequently turned. During this time the rind forms. This is a white mould and the Latin name of this substance Penicillium Candidum suggests that it is beneficial to health. This being so, Mr. Bidwell's advice is that the rind should be eaten with the cheese.

While the rind develops on the outside, the culture also reacts on the inside of the cheese and working from the outside towards the centre a

During the wine tasting at the French National stand at the Delicatessen Exhibition in London, from left are Mr. W. R. Kern, the organiser of the exhibition; Mr. M. F. Edwards, the Chairman of the Delicatessen Association; M. Pierre de Lamotte, the head of the French National Stand; M. C. Kerouedan, Commercial Counsellor at the French Embassy; and M. André Simon, the President of the Wine and Food Society

transformation of the substance takes place. From a chalky white it turns into a thick creamy consistency. This effect can be clearly seen when a cheese which has reached this desirable stage of maturity is cut into half. The greatest creaminess is near the rind and there might be just a small centre of chalkiness left in the middle. This is the perfect condition in which the cheese should be eaten according to my informant and I cannot fail to agree with him. Some people prefer a more advanced ripeness, when the cream begins to run, but the rind is then likely to develop a tang of ammonia, which, although quite harmless, may spoil the flavour. The best of all the Camembert cheeses, in Mr. Bidwell's opinion, is Dutacq's, which comes from the Pays d'Auge in Normandy.

Remembering the many poor exhibits sometimes seen on the pathetic cheese-boards of the more careless restaurants, I asked if it was difficult to offer cheeses, and Camembert in particular, in first-class condition. This is the advice I received: "Camembert should never be kept for more than a few days after purchase. It should not be exposed to undue heat or 'deep freeze' and above all it should be kept away from draughts." The least cold part of a domestic refrigerator is a suitable place for storage, provided that the cheese is completely wrapped. It should be taken from the refrigerator at least half an hour before eating, opening the foil wrapper, so that the cheese takes on the temperature of the room.

An amusing sidelight was thrown on the present-day popularity of Camembert by M. André Simon, the G.O.M. of Gastronomy, whom I also saw at the exhibition. Talking about this delicious cheese and Madame Harel and her statue in the village, he made the tentative suggestion that another statue should have been erected to another person, to whom Camembert owes much of its present-day success and popularity, the inventor of its wood-chip box.

M. Simon remembers that in his childhood in Paris he used to see these cheeses at the Halles after they arrived unprotected, except by hay or straw, which meant a very high rate of damaged cheeses. One day, the undertaker in the village said: "Let me make a little coffin for our precious cheese!"—and so the well-known round wooden box was born, enabling the cheese to be sent everywhere and to arrive in good condition. "He should have been given a statue too," concluded M. Simon.

"They're aliens now, aren't they . . .

these South Africans, I mean? No longer members of the family, as it were. I wonder how they are shaping these days".

"*Much as before, I would say. I was out there on business only a month ago and they were still getting on with the job*".

"Aren't they a bit stand-offish now, a bit anti-British, I mean, now that they are a Republic?"

"*No, I didn't notice anything different. After all, Britons would hardly go out there as immigrants if they weren't welcome in the country*".

"Do you mean to tell me that people from this country are still settling in South Africa?"

"*Oh yes, thousands of them. More than ever, I believe. In fact, I am told that last year twice as many Britons went out there than the year before*".

"Really! I wouldn't have believed it! And how are they finding things out there? Do they get good jobs?"

"*They appear to. For one thing, there is a great demand for skilled manpower because the economy is booming. In Johannesburg I was told that £1,000 million was to be spent on development projects during the next ten years. And that's a lot of money by African, or any other, standards*".

"But where is all this capital going to come from?"
"*Mostly from their own resources. A good deal, however, from abroad*".
"But are people still prepared to put money in South Africa?"

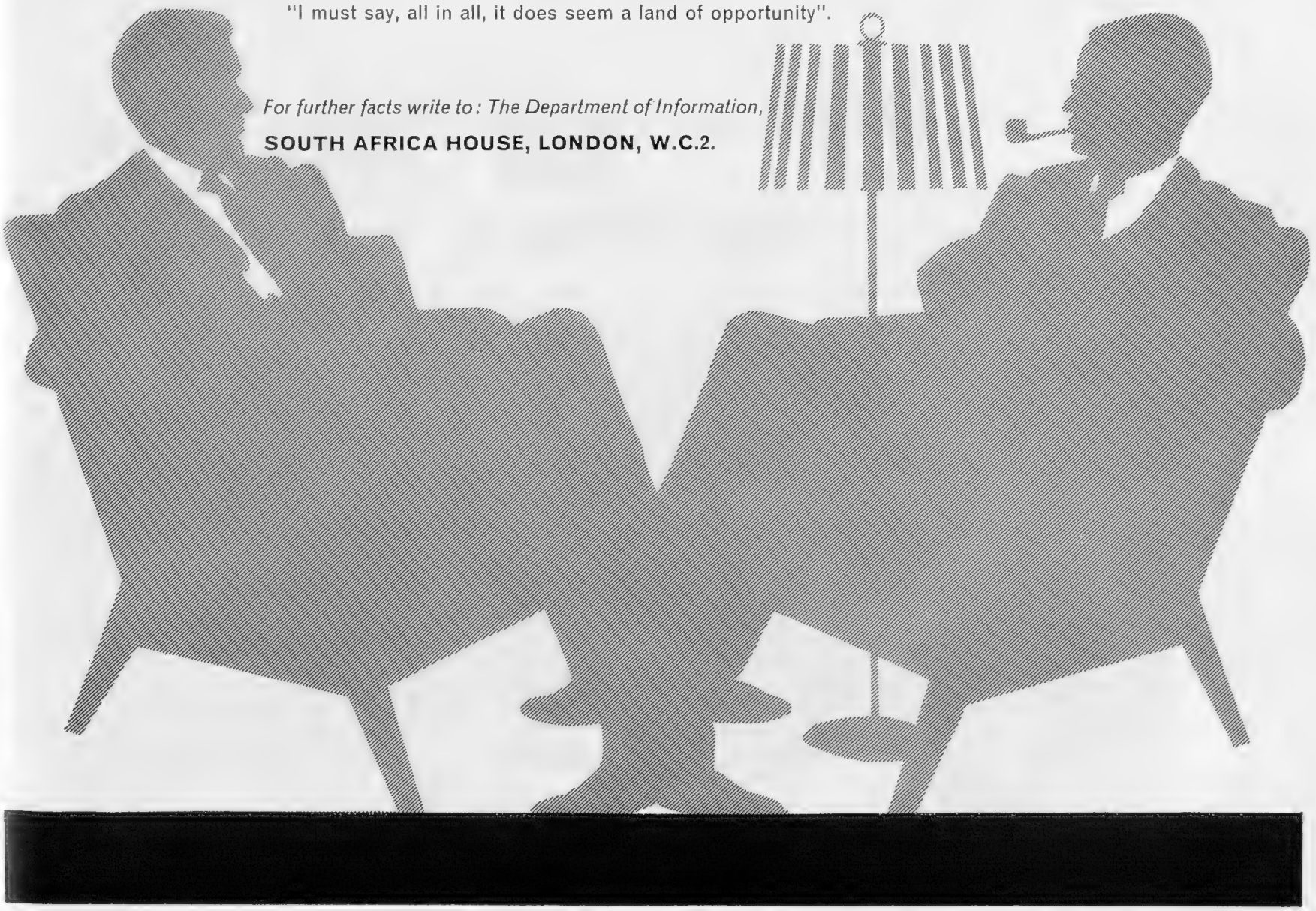
"*Of course they are! It's one of the most profitable places in the world. I was quite surprised myself the other day to read that Britain last year earned more from investment in South Africa than from any other country*".

"It sounds as if we have a substantial stake there?"

"*Something like a thousand million pounds. And more is going in every day. The place has greater mineral wealth than most countries I know of—hardly any unemployment, and a booming economy.*

"I must say, all in all, it does seem a land of opportunity".

For further facts write to: The Department of Information,
SOUTH AFRICA HOUSE, LONDON, W.C.2.



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MOTORING

THE GENEVA MOTOR SHOW

From more electronics to new British cars

By **COURTENAY EDWARDS**

The growing use of electronics in automobile design has been thrown into high relief at the Geneva Motor Show—which opened on Thursday of this week and goes on until next weekend—by Joseph Lucas, who produced an impressive list of possible applications. They ranged from full electronic ignition as used on Grand Prix cars to automatic mirror-dipping when the headlights of the car behind are too bright. In between these two extremes, I was told, we shall get a wide use of transistors and other semi-conductor devices in connection with motor vehicle electrics, including what were described to me as transistor-assisted contacts. This, it appears, is a kind of half-way house on the road to full electronic ignition.

It's all getting very technical, and I don't profess to know much about semi-conductors, but I am assured that—to put it simply—they will do for the car of the future what the thermionic valve did in the world of radio. Easier to understand is the promised use of electronic devices to give dashboard warning of obstructions in front when you are driving in fog; automatic control of parking lights (which is with us already); control of the speed of screen wipers and the synchronised squirting of screen washer jets; automatic headlamp dipping; and to make it possible to plug into 12-volt car systems radio sets and electric razors which are designed for the use of mains electricity.

Britain is well represented at this Geneva Show, which has car exhibits from 20 nations, including (for the first time) Japan and Israel. It is an interesting show, with significant new models from Britain, Germany and Italy. They are being closely inspected by automobile experts from many different countries, for this Swiss show, staged in a free market and in a country which does not make cars itself, is a great international gathering.

This week I will content myself with dealing with the new British cars announced at Geneva. First, the estate car models of the Ford Cortina, which already, in its saloon form, is proving even more popular than the successful Anglia. There are two versions of this new station wagon: the De Luxe model, with the 1,200-c.c. engine (though the 1½-litre unit with five bearing crankshaft is available for £30 extra), with a top speed of 76 m.p.h., a claimed petrol mileage of 35 to the gallon and a price tag of £683 including tax; and the Super model, with 1½-litre engine, the ability to do 82 m.p.h., a petrol consumption of a gallon for 32 miles and distinctive side panels made of vinyl sheeting called Di-Noc.

It looks like pleasingly-grained wood but is very durable and you can remove even deep scratches by rubbing with abrasive paper. It is a well-known American product imported by the Minnesota Mining and Manufacturing Corporation, makers of Scotchlite reflective surfaces. The Cortina super estate car costs £786. It has a bench seat and steering column gear lever, though bucket seats and floor lever can be had at no extra cost; whereas, the De Luxe model is normally fitted with bucket seats and a floor lever and you have to pay extra if you want a bench seat and a steering column gear shift! The back seat in both models folds down to give 56 cub. ft. of cargo space and a flat floor 6 ft. 5½ in. long: big enough, say Ford, for two six-footers to sleep on in comfort.

The Geneva Show has also been used by the Rootes Group to launch two new versions of their 100-m.p.h. Sunbeam Alpine sports two-seater in place of the model which has

The G.T. Sunbeam Alpine with detachable hard-top

SO LUXURIOUS
SO LIVELY
SO EASY TO HANDLE

R.22

won so many friends. One is an improved sports tourer, the other a *gran turismo* model with an elegant detachable hard-top (offered on the sports tourer as an optional extra).

Both models continue to use the 1,592 c.c. Alpine engine but the G.T. unit develops rather more power. New features common to both include servo-assisted braking (there are discs on the front wheels); a larger boot; bigger petrol capacity (now 11¼ gallons); light, competition-type seats with fully reclining squabs, four-position adjustment for height and rake and a seven-inch fore-and-aft movement; easily adjustable steering wheel, with 2½ inches to play with; adjustable foot controls; closer gear ratios; improved braking and suspension; and more headroom.

The G.T. model has a large rear light, a bigger rear compartment (upholstered and padded), distinctive trim and finish (including a walnut veneer facia panel), and generous standard equipment (including wood-rimmed steering wheel). Self-cancelling overdrive for the top two gears is an optional extra.

The decision of the Rover Co. and the Owen Organisation jointly to enter a Rover-B.R.M. sports turbocar in France's famous 24-hour race at Le Mans on June 15 and 16 is exciting news. This co-operative effort is being made " to enhance British automobile prestige by producing the first turbocar to run in an international road race."

The Consul Cortina De Luxe estate car

America nearly snatched this distinction from us last year at Indianapolis but the turbine-engined Zink Special entered for the famous " 500 " struck technical troubles in practice and was a non-starter. The Rover-engined B.R.M. stands a chance of winning a special prize of nearly £2,000 offered by the Le Mans organisers for the first turbocar to finish the race at an average speed of at least 93·5 m.p.h. (which would mean a distance of 2,235 miles). This should be well within the capabilities of the British turbocar, for the first turbine-engined Rover set up a record of 151·2 m.p.h. on a Belgian motorway as long ago as 1952. Last year's race was won at 115·2 m.p.h. by American Phil Hill and Belgian Olivier Gendebien in a 4-litre Ferrari.

If there is a Wankel-engined N.S.U. at Le Mans as well as a turbine-engined B.R.M.—and the rumour is strong—the race will be technically more interesting than ever before and the continued use of engine capacity, measured in cubic centimetres, as a method of classifying racing cars, will come under urgent review. The C.S.I. (the Sporting Commission of the International Automobile Federation) is known to be seriously considering a new method of classification for adoption when the present 1½-litre Grand Prix formula ends after the 1965 season.

Among the books which have come my way in recent weeks are the R.A.C. *Continental Handbook* (672 pages, 7s. 6d. to members, 12s. 6d. to others) and the *A.A. Foreign Touring Guide* (417 pages, 10s., members only). They both cater in a most detailed way for the motorist who takes his car abroad.

If you know anyone who is thinking of learning to drive, draw his (or her) attention to a book just published by Odhams at 9s. 6d., and called *Good Driving—the B.S.M. Way*. It is an easily understood manual for L-drivers written by Ron Priestley, chief instructor of the British School of Motoring, and Tom Wisdom, the School's chief executive and well-known motoring writer and rally driver. Even experienced drivers could learn much from this well illustrated book, for it does much more than tell you how to pass your driving test.

International Auto-Parade, 1963 (Arthur Barker, 45s.) is just what its title suggests: a comprehensive volume dealing with world motoring on a very broad canvas. It discusses motor sport, technical trends, cars of the future and much else. It sets out the full specifications of almost every car in the world, presents road test reports on a lot of them and carries 400 pictures (300 in colour) of the 1963 models.

Briefly . . . Mr. W. H. Aldington, a director of A.F.N. (Frazer-Nash) Ltd., Porsche concessionaires for the U.K., tells me they have made an arrangement with the car division of Bristol-Siddeley Engines, Ltd., for the servicing of Porsche cars at the B.-S. Hendon depot, N.W.9. . . .

Townsend Ferries have extended to September 15 their schedule of night services because of the popularity of the new night rates for caravans, under which (for instance) a 12-footer is taken for £2 instead of the normal £3 10s. . . . An American built-in system of automatic chassis lubrication has been adopted for the U.K. by Telehoist, Ltd., a Wilmot Breedon subsidiary. It is called Telelube and supplies a metered shot of lubricant to each chassis nipple every time the engine is started. It costs between £10 and £20, according to model. . . . Exide are now making Auto-fill batteries to suit most cars and say it will become their standard model.

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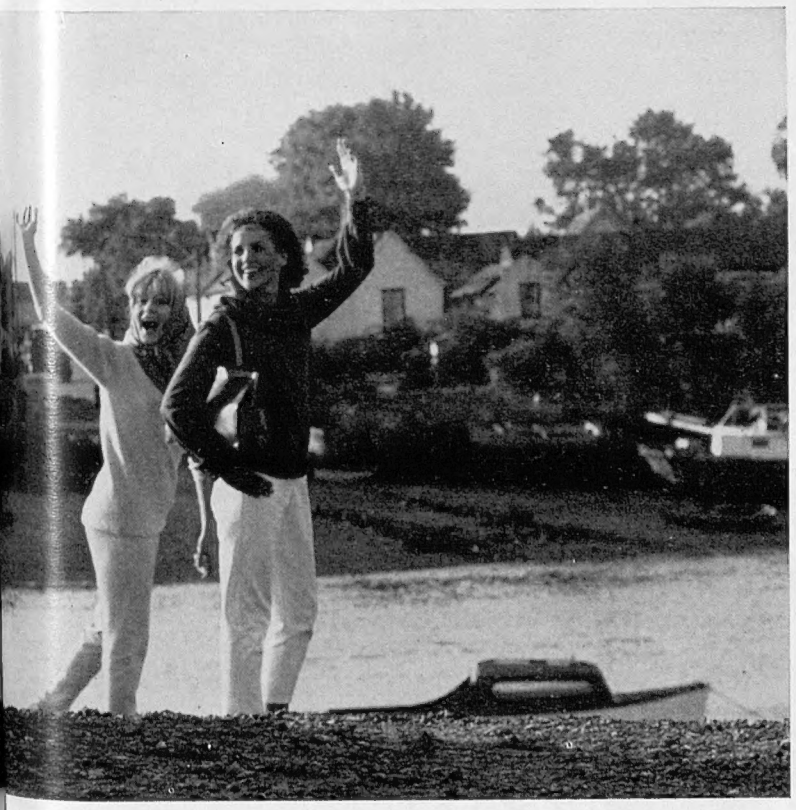

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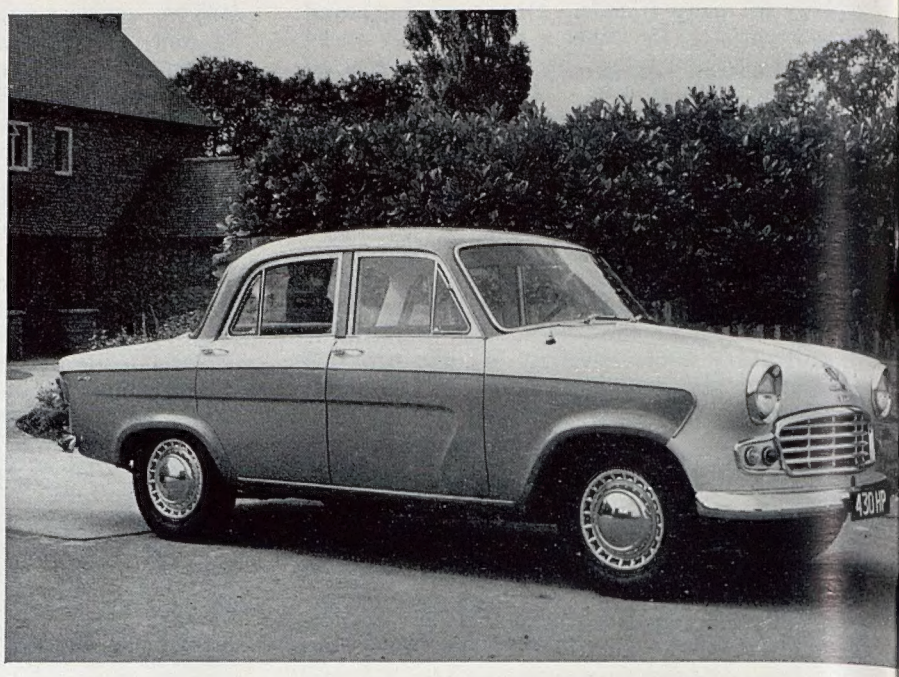
1903—The first Standard had a single-cylinder 6-h.p. engine and shaft drive at a time when most cars still had chain transmission



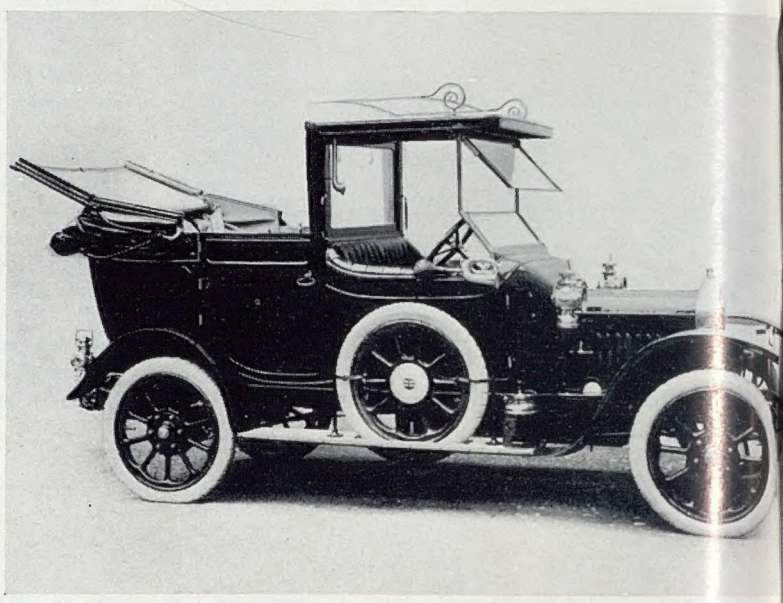
1963—The Standard Vanguard Six, a de luxe saloon which carries on a famous Standard model name. It now has a 6-cylinder engine

DIAMOND JUBILEE

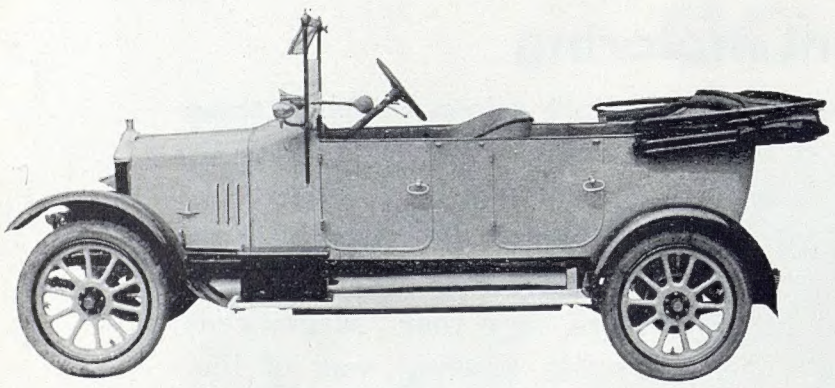
Standard-Triumph International, part of the Leyland Group since 1961, has just celebrated the Standard Motor Co.'s diamond jubilee. It was on March 2, 1903, that the late Mr. R. W. Maudslay, a civil engineer, registered the company and proceeded to build horseless carriages with an initial capital of £3,000. By the end of 1903 this pioneer car manufacturer had built three single-cylinder cars which proved to be the ancestors of a long series of famous models bearing the Union Jack emblem.

The first Standard to go into large-scale production was the 9½-h.p. 4-cylinder "S" model introduced in 1912 with a price tag of £195 and a three-year guarantee. Another famous model was the Flying Standard, announced in 1936 with a distinctively streamlined, sloping tail and a new version of the Union Jack radiator motif, with the flag apparently streaming backwards.

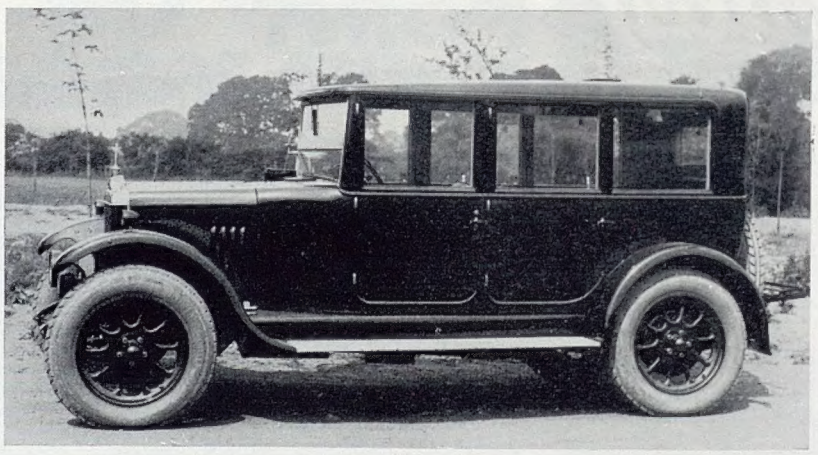
In 1938 came an 8-h.p. model which was Britain's first mass-produced light car to have independently sprung front wheels. Twenty-one years later—in 1959—the Standard Co. similarly pioneered the use, on a small popular car, of independent rear springing. This was the Triumph Herald, bearing the *marque* name of a company Standards took over in 1945 after the Triumph factory at Coventry had been blitzed. In 1947 the Standard Co. launched Britain's first completely new post-war design: the 4-cylinder, 2-litre Vanguard, with which Sir John Black, then managing director, embarked on a bold one-model policy which did not succeed, although the Vanguard did. **C.E.**



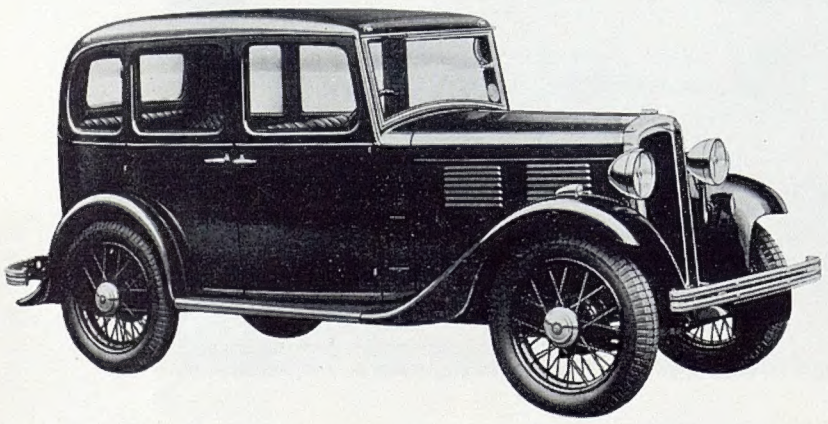
1911—The Standard 20-h.p. model, a 6-cylinder tourer also fitted with 25-h.p. engines, was often used on State occasions



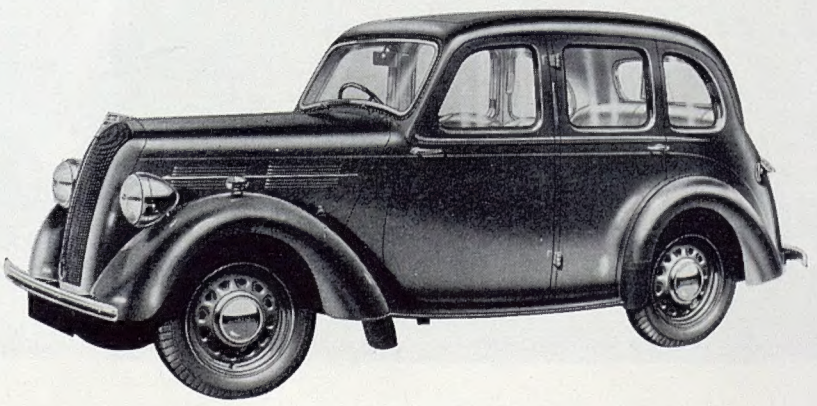
1919—This four-seater version of the 9·5-h.p. light car (later fitted with an 11·6 engine) had electric lighting. It cruised at 30-35 m.p.h. with a top speed of over 40 m.p.h.



1925—14-h.p. Pall Mall saloon. It was offered with front-wheel brakes as an optional extra. Equipment included electric horn and screen wiper



1932—The Big and Little Nines were introduced. The small four-seater saloon had a 9-h.p. engine. Later a similar car was given a 6-cylinder engine (the Little Twelve)



1939—The Flying Standard Twelve de luxe saloon was one of a series of models built before the last war and continued afterwards, with engines from 9 to 20 h.p.

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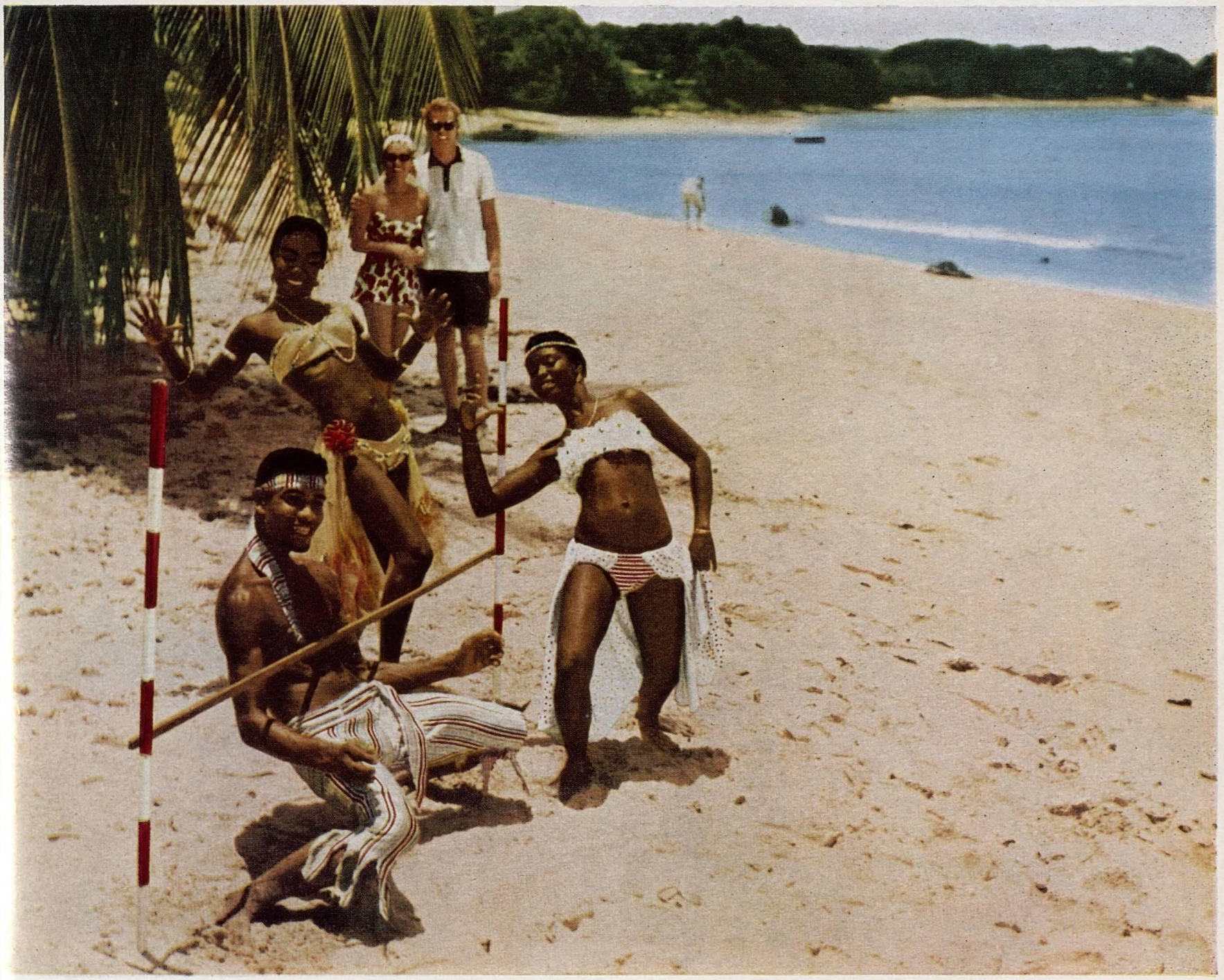
to NEW holiday hunting grounds



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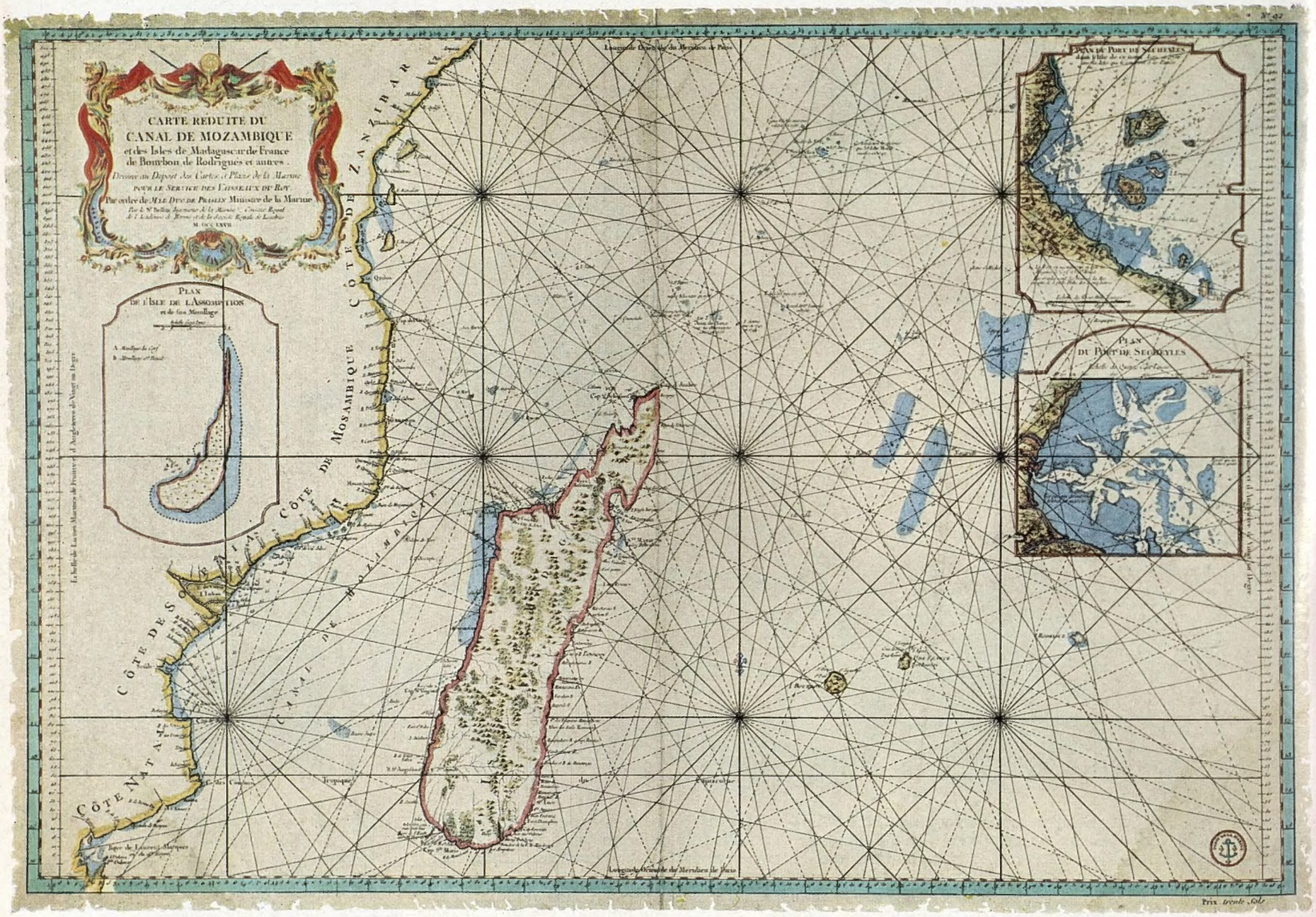

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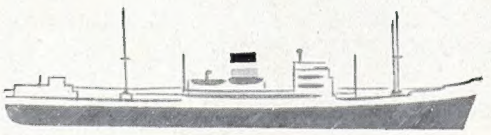

* Referred to thus in this, the third in a series of reproductions of old maritime maps. It is a French chart *pour le Service Des Vaisseaux De Roy*, dated 1767, and bears the insignia of the Ministry of Marine. The decorative cartouche is exceptionally fine.